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BOSTON, THURSDAY, JUNE 22, 1944

ATLANTIC EDITION

THREE CENTS Greater Boston Newsstand Five Cents Elsewhere

Plenty of Tires 'By Fall'; Normandy Leaders Named; Roosevelt Signs G. I. Bill

The World's Day—June 22, 1944

Boston: Firestone Predicts Tires for All

Enough automobile tires for both the military and the home front by next fall is predicted by Harvey S. Firestone, President of the Firestone Tire and Rubber Company, at opening of his company's exhibition of war products in Boston. [Page 5.]

William H. Burke, Jr., Chairman of the Massachusetts Democratic State Committee, today was named as Collector of Customs for the Massachusetts Customs District, a position which has been vacant for 14 months. [Page 2.]

How Northeast Airlines has operated a New England air service with only two planes since Pearl Harbor is disclosed today with the announcement that the company has had another transport plane allocated to its service here. [Page 5.]

A schoolboy war bond salesman—Alvin Brody, Dorchester—today is well within sight of a \$6,000 quota he established for himself during the Fifth War Loan, the Massachusetts War Finance Committee disclosed. [Page 5.]

Europe: French Naming Local Civil Officials

French directors of civil affairs, installed by Gen. Charles de Gaulle to administer liberated territory in France, are going forward with appointment of local officials, according to word from Normandy, although official Allied recognition of General de Gaulle's self-styled "Provisional Government" of France is still lacking. General de Gaulle set up the local administration machinery when he visited the beachhead last week.

Prince Umberto of Italy swore in the new Italian Cabinet of Ivanoe Bonomi, according to a Reuter dispatch from Naples.

Hiller and Tojo have exchanged messages of confidence in the ultimate outcome of the war, the Berlin Radio disclosed. Premier Tojo expressed Japan's determination "to make all efforts to inflict a devastating defeat on the common enemies and win the final victory."

The United States has a "large military mission" in Iran "charged with the task of reorganizing the Iranian Army," the House Military Affairs Committee disclosed in Washington.

Great Britain had 14 work stoppages involving more than 1,000 workers in industries other than coal mining during the first fortnight of the invasion, the British House of Commons was told. Nine of these have been settled.

Beniamino Gigli, former Metropolitan opera tenor now in Rome, denies that he ever had any active connection with the Fascists. His denial came as he was banned by Allied authorities from singing at a concert in Rome because of alleged Fascist sympathies. He admits that he sang for Fascists and Germans, but explains that he simply performed as an artist and has no interest in politics.

Mussolini agreed to send 1,500,000 Italian laborers to Germany in 1944, according to a diplomatic document captured by the Allies, the Allied Command has disclosed.

Washington: 'G. I. Bill of Rights' Becomes Law President Roosevelt signed into law the "G. I. Bill of Rights" setting up a broad program to aid veterans of the current war. [First Page, Second Section.]

Legislation permitting the Navy to assign Waves for service abroad was approved by the House Naval Affairs Committee.

Confirmation of Ralph A. Bard of Illinois as Undersecretary of the Navy was voted by the Senate. He succeeds James W. Forrestal, who was elevated to be Secretary of Navy on the passing of Frank Knox.

Reduction in premium gasoline for civilian use was announced by Secretary of Interior Harold I. Ickes because of military demands for tetraethyl lead. The July quota for premium grade will be 40 per cent of the June figure, but the over-all gasoline supply will be not being cut.

Gov. Eli's Arnall of Georgia, after an interview with President Roosevelt, predicted the Chief Executive would accept a fourth-term nomination if it is tendered him at the Democratic National Convention. He also predicted that Mr. Roosevelt would make a public statement on the question after the Republican convention next week.

Marine Col. William A. Eddy of New Hampshire was nominated by President Roosevelt to be envoy extraordinary and minister plenipotentiary to the Kingdom of Saudi Arabia.

National: Carrier Randolph Launching Is Set The Aircraft Carrier Randolph, seventh ship of the Essex class to be built at the Newport News Shipbuilding and Dry Dock Company, Newport News, Va., since the United States declared war, will be floated from the graving dock on June 28 at 10 a.m.

Americas: Argentina Sentences Two Germans For offenses "compromising the peace and dignity of the nation," sentences of two years' imprisonment were imposed by an Argentine judge in Buenos Aires on Juan Jacobo Napp and Ottomar Muller, Germans; Martin Schneider, a naturalized Argentine, and Walter Freywald, a Paraguayan.

U. S. S. Coos Bay Crew Offers To Support 'Starving' Strikers

NEW YORK, June 20 (AP)—An appeal to workers in war plants not to interrupt the production of fighting implements by striking—coupled with an offer accompanied by \$412 in cash "to help pay the wage increase that money-hungry strikers are demanding"—was contained in a communication received by the Associated Press marked as coming from "The Crew of the U. S. S. Coos Bay," a seaplane tender, and stamped "Passed by Naval Censor."

The communication, dated June 10 in care of the Fleet Post Office, San Francisco, referred specifically to "the present strikers of the Wright Aircraft Corporation" and added "please inform them to end their strike and accept our offer to help pay their wage increase which they feel is more important than our lives."

Referring to the strike which lasted from June 5 to June 9 at the Lockland, Ohio, plant of the Wright Aeronautical Corporation, without union authorization, and after being shown by the Associated Press a copy of the Coos Bay letter, R. J. Thomas, President of the United Automobile Workers, Congress of Industrial Organizations, said in Washington:

See Propaganda

"These men in the armed service have been propagandized, our international office has done everything it possibly can and will continue to do more to stop all such strikes as the Wright strike. . . . No wage issue was involved. It was an anti-Negro issue."

Secretary of the Navy James Forrestal, to whom the U. S. paper forwarded the \$412 in U. S. paper

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Weather Predictions

Fair
Complete Weather Predictions for New England on Page 2.

Japanese Fleet Suffers Major Defeat; Americans Fight Way Into Cherbourg

Allied forces expect to use deep-water port of Cherbourg 10 days after its capture.

By Richard L. Strout
Staff Correspondent of The Christian Science Monitor With the Allied Invasion Force

SUPREMACY HEADQUARTERS ALLIED EXPEDITIONARY FORCE, June 22—Detonations of American shells on Cherbourg are being echoed by the noise of demolition by the defenders within the city itself.

Meanwhile, new military history was being made by Allied bombers who, accompanied by fighter escorts, have flown right across Germany, landing in Russia.

It is the longest trip ever made with cover protection and exposes Germany to the cumulative dangers of Allied air supremacy.

It is believed that the port of Cherbourg can be put to use within 10 days after its capture despite the demolition efforts of the Germans.

Reconnaissance indicates the defenses of the city are much less highly organized directly south than on its flanks, where Germany obviously expected the attacks. The Germans have withdrawn into inner defenses where not only are they now exposed to shellfire but propaganda-nerve war calculated to exploit lowered morale.

Appeal to Soldiers

A radio address to French workers and employers calls on them so far as possible to protect equipment from destruction. Also dropped into the doomed city were two black-and-white leaflets.

The first, addressed "Deutscher Soldat" (German soldier), may be used later all over the continent. It promises to those that surrender fair treatment, good food, mail facilities, continued pay, and even educational opportunities.

It is a simply worded document that may have explosive leverage power not only at Cherbourg but elsewhere in the days to come.

The other document is a stark grim chronicle labeled "Das Ende einer Division" (The End of a Division) telling how Nazi authorities told the "Kremel Division" to fight to the last on the peninsula and how it was never relieved and cut to ribbons.

Deep-Water Port

The trapped Cherbourg garrison may take this to heart. Strategically, the two matters stand out here. The capture of Cherbourg will relieve the Allies

Continued on Page 6, Column 5

Swish—LCI Rises Like Magic; Lawley's Smashes All Records

A six-hour world's record for the assembling, testing, and preparing for launching of a 150-foot infantry landing craft—the LCI 700—was established this morning at the George Lawley & Sons shipyard.

The goal set by the yard for today's speed test had been 18 hours, although normally it's a five-day job. Workers, who started at 7 o'clock this morning, actually had the vessel completed and ready for launching at 1 p. m.—in a third the time!

Final launching, however, had to be held off until some of the camouflage paint had dried. The vessel slipped down the ways at 2 p. m., with loudspeakers blaring forth "Anchors Aweigh," and Navy planes circling overhead.

Issue Challenge

Workers' pride in accomplishing the "impossible" best can be summed up in the words of an old-time welder: "If any other yard ever tries to equal this record, we'll go ahead and establish another."

Following the launching, the boat, with Navy signal flags flying from bow and stern, was towed to another part of the yard where the superstructure will be attached. Tomorrow morning, the completed boat will be turned over to the Navy, and next week will

Argentina Grips Small Neighbors

Expenditure of \$5,000,000 on an original Good Neighbor aim of giving Paraguay an overland link with Brazil to counteract excessive Argentine influence has resulted in exactly the opposite effect.

Argentina is the only country, outside of Paraguay, to gain by this United States spending. The road was cut short midway on its proposed route to Brazil. Feeders are being built to intensify trade with Argentina.

Details of this and related events in the cockpit of the southern continent are described in today's installment of the series on "Uncensored South America." First Page, Second Section.

Waste Paper Collections

Boston—Business Office Collection—Over 500 pounds, call Hub. 5696 for special handling; under 500 pounds, place in nearest steel bin.

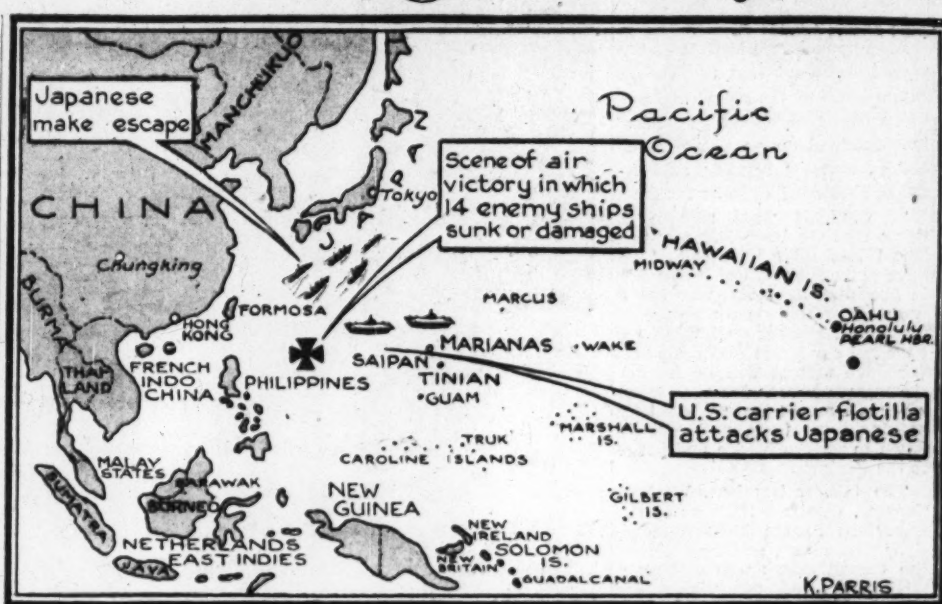
Boston—Wards 19-22, tomorrow.

Revere—Ward 5, tomorrow.

Quincy—Wards 3 and 4, tomorrow.

Belmont—Tomorrow and Saturday.

Quincy—Wards 5 and 6, Saturday.



Where We Caught Up With Tojo's Fleet

Map shows approximately place where Vice-Admiral Marc A. Mitscher's aircraft carriers overtook the Japanese fleet and sank or damaged 14 warcraft.

G. O. P. Drafts Plank to Bar Isolationism

By Roscoe Drummond
Staff Correspondent of The Christian Science Monitor

CHICAGO, June 22—With the approval of Gov. Thomas E. Dewey of New York, its probable presidential nominee, the Republican Party today is taking significant steps to remove foreign policy from the heat and scuffle of the political campaign.

The G. O. P. Resolutions Committee, in session here the remainder of this week to draft a winning 1944 platform, has before it a peace-policy plank which, its authors declare, is more definite than and as far-reaching as anything the Administration yet has proposed.

While the full text is not yet available for publication, sufficient agreement has been reached to assure its approval; and these facts concerning the plank itself are vouched for:

It will, in the judgment of one

Continued on Page 2, Column 2

Soviet 'Flying Tanks' Crush Finn Defenses

By Edmund Stevens
Staff Correspondent of The Christian Science Monitor

AT A FORWARD BASE OF THE RED AIR FORCE ON THE KARELIAN Isthmus, June 22—a concept of the part played by air power in the current campaign on the Finnish front is best acquired by visiting this field whence planes on combat missions take off in constant succession.

For the most part, they're Stormoviks, technically Ilyushin 2's—large single-engined monoplanes which bomb and strafe the enemy from low altitude. Here they sometimes are known as "flying tanks" or "air infantry." Each group of 12 or more planes sets out with a specific assignment—to bomb and machine-gun road traffic, marching columns, armor, or fortifications in a specified locality.

After the take-off, they make a beeline for their target, unload their bombs, and then strafe it till they've used up their ammunition. Then they turn for home. An entire mission takes little more than an hour, after which the pilots and planes make ready for the next round.

Fighter Escort

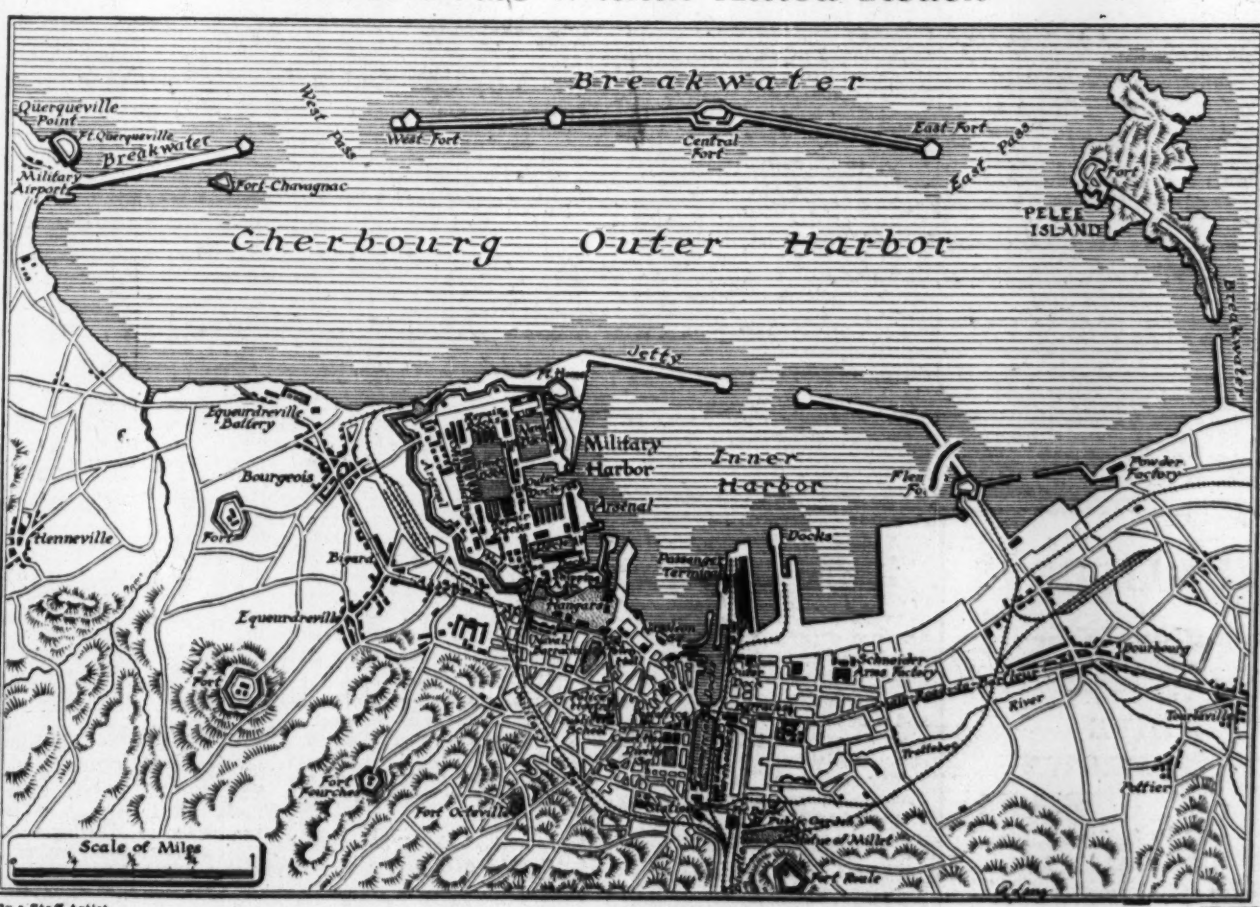
Intent solely on their task, the Stormovik pilots pay no attention to either flak or enemy interceptions, relying for protection from the latter on a fighter escort of fast-climbing maneuverable Lavochin 5's.

The Finnish Air Force consists of a not very formidable collection of Brewsters, Fiat 42's, Focke-Wulf 21's and other vintage fighters of varied nationalities. Recently, however, they have been receiving increased air support from the Germans—so far as one can determine, the sole assistance of any description from the Nazis since their present troubles began.

There are an estimated 150 to 200 modern German aircraft on the front including ME 109's and FW 190's, fighters, and Dornier 215's and JU 88's, bombers. Yet the Red Air Force, which besides Soviet planes flies Airacobras over the battle area, has overwhelming superiority and its losses

Continued on Page 6, Column 5

Great Prize Within Allied Reach



Here is a close-up of the great port of Cherbourg, showing the inner ring of forts which American infantry is attacking. Cherbourg is an important naval base, comparable to the British base at Portsmouth.

14 Enemy Warships Sunk Or Damaged by U. S. Fliers

Great flotilla of Tojo's warcraft flees after brief encounter between Philippines and Marianas—No U. S. ships lost—Rocket installations captured in Normandy.

By the War Editor of The Christian Science Monitor
From Associated Press and other direct news dispatches

In a major victory in the Pacific, American airmen routed a large Japanese naval force, destroying or severely damaging 14 warcraft.

The battle took place June 19 between the Philippines and the Marianas.

Included in the Japanese flotilla were four or more battleships, five or six carriers, and five fleet tankers, with accompanying cruisers and destroyers.

The fighting actually began June 18 when the Japanese launched carrier-borne planes against the Americans invading Saipan Island in the Marianas. For once the enemy risked a large naval aggregation in a determined attempt to block the inroad into those islands.

The raid cost the Japanese 353 planes and disclosed to Admiral Raymond A. Spruance's Fifth Fleet the position of the enemy flotilla.

Vice-Admiral Marc A. Mitscher's carriers were sent off in pursuit. They caught up with the Japanese about three hours before nightfall the following day.

In that brief period of daylight, they sank one carrier, three tankers, and possibly a destroyer. Severely damaged were nine or ten ships, including a battleship, three carriers, a cruiser, and three destroyers.

The Americans lost no ships—there was no surface battle—but two carriers and a battleship received superficial damage.

During the night, Berlin was subjected to continual attacks from RAF Mosquitoes, following America's greatest raid of the war on the German Capital, in which some of the heavy bombers continued their flight to Russian airfields in the first recorded instance of a shuttle arrangement between British and Russian airfields.

In the western invasion theater, the early fall of Cherbourg was awaited as American infantrymen penetrated into the streets of the port after a terrific preliminary bombardment. The inner line of forts, particularly Odetville and Du Roule, commanding the main highways to the south, were proving formidable obstacles.

Cherbourg's airfield was reported virtually within the Allies' grasp.

In bad weather that hampered air operations, American forces were pushing on up the coast on either side of the city.

Capture of a number of robot installations in the Cherbourg area, where, according to Headquarters, a fourth of all the robot-plane installations are located, has set Allied experts studying this device on the ground.

In the Finnish theater, where Finnish early surrender seemed increasingly probable, the Russians have followed up their capture of the port of Viipuri by opening two new lines of offensive to the north and east of the present fighting. New attacks have developed 230 miles to the northeast across the Leningrad-Murmansk railway, at the northern end of the great Onega Lake. Another advance is proceeding across the isthmus linking Lakes Ladoga and Onega.

The Red Army on the anniversary of the German invasion of Russia clearly is determined to force Finland out of the war without delay.

In Italy, struggling against continually bad weather, General Alexander's men are pushing on above Perugia toward Leghorn and Ancona.

Japanese Navy: U. S. Carriers Score Smashing Victory

United States carrier planes sank one Japanese aircraft carrier and three tankers June 19 in an attack on the Japanese fleet in a follow-up to the air battle of June 18 off the Marianas in which 353 enemy planes were destroyed.

The combined blow was the third hardest blow at the Japanese Navy since Pearl Harbor.

Admiral Chester W. Nimitz, in

Continued on Page 6, Column 2

Lending to Other Nations Held Good U. S. Investment

By Donald Messenger

Staff Correspondent of The Christian Science Monitor

WELLESLEY, Mass., June 22.—Christian Science, such as "cast thy bread upon the waters" are now being recognized as unsurpassed economic counsel, it was brought out today at the New England Institute of International Relations by Prof. Seymour E. Harris, of the Harvard Department of Economics.

Professor Harris was formerly Director of the Office of Export-Import Price Controls in Washington, and has served as advisor on price controls for several Latin-American countries.

Outlining various prevalent views on the financial aspects of the Good Neighbor Policy, he said that it is quite conceivable that if the United States lends dollars to foreign countries, it can profit handsomely by the loan, even if its principal is never repaid at all.

The reason for this, in the opinion of many experts, Professor Harris explained, is that the dollars lent abroad are spent on American-made goods needed in those countries, for the plain fact is that it is not dollars that they want. So the amount of the loan comes back into American channels almost at once.

And not only is this true, he said, but by stimulating production in the United States, it increases efficiency of production, so that prices may be lowered for Americans at home, in addition to increasing employment and income for workers.

May Be Misplaced
Recent criticism of Good Neighbor policy, on the ground that the United States has been a "sucker" in supplying millions of dollars to Latin-American countries, may well be very misplaced, Professor Harris declared. For countries which actually wanted dollars only to buy American goods have not been able to get most of the goods they sought because of war conditions. They have merely received the dollars, with a promise of being able to spend them later. And in the meantime they have supplied urgently needed strategic materials required by the United States.

Asked what happens if these dollars are spent in countries outside of the United States in post-war years, Professor Harris said that wherever they may be spent, it is practically certain that the country receiving them will spend them in turn for American goods. Since the benefits of such foreign loans are received indirectly by the whole community, by avoidance of the need of unemployment relief and stimulation of business generally, Professor Harris expressed the opinion that the loan should be made by the Government rather than the private investor. Then if the principal is not repaid, it was pointed out in discussion, the Government can regard the loss in the light of an investment in WPA funds, as something of a "pump-priming."

MEN'S STODDER SHOES

The "BARTLEY" by **STACY-ADAMS** Shumblers Since 1878

"Traditions of Quality" offer you this smart model styled by Stacy-Adams, fitted by Coes & Stodder. These are controls which allow no compromise in quality, no question concerning value or satisfaction.

Style 604 Black \$12.50
Style 603 Tan

Fine Shoes, Well Fitted—Wear Much Longer

COES & STODDER 10 TO 14 SCHOOL STREET BOSTON
(41 or 42) Airplane ration stamp

Be comfortable with **GEORGE NEWHALL CO.'S** **Balanced Foundation Shoes**

BLUE WHITE BROWN BLACK

Sizes 3 1/2 to 12 Widths AAAA to EEE

You will be properly fitted We keep a full record of all fittings.

145 Tremont Street George A. Newhall

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BLUE WHITE BROWN BLACK

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You will be properly fitted We keep a full record of all fittings.

145 Tremont Street George A. Newhall

Murray Holds Roosevelt Will Win Election

Nomination and re-election of President Roosevelt was forecast today by Senator James E. Murray (D) of Montana, in Boston to conduct a series of public hearings by the Senate Small Business Committee of which he is Chairman.

"I believe that Mr. Roosevelt will accept the nomination, that he will be re-elected, and that he will play a major part in the settling of the peace," the Montana Senator said.

Asked about Wendell Willkie's recent statement that the United States had lost the moral and political leadership of the world and now retained only material leadership, Senator Murray said he did not believe that to be the case.

"I wouldn't want anyone to think that we have lost any political leadership," he said. "We have powerful political leadership in President Roosevelt who has a tremendous hold on the people of the world. Neither do I think we have lost our moral leadership and I believe that it will be further strengthened after the war when other nations see that we will take nothing from them and will do much to restore justice and peace to the world."

The tall, soft-spoken, Western Senator, who is a member of the important Senate Foreign Relations Committee, said he believed the United States was making a mistake in not recognizing the French leader, Gen. Charles de Gaulle.

"Regardless of his personality, he is undeniably the spokesman of the French people," Senator Murray said. "He already represents them outside of France. He controls the French army, and he has been the mainspring of French resistance since the fall of France."

Hearings for Small Business Could Stand Larger Crowds

A scheduled hearing before the United States Senate Small Business Committee, for which the roomy Gardner Auditorium had been provided, fizzled out today when only 29 persons appeared.

Of these, more than half were State political officers, State House employees, members of the Senate delegation and the press. Only one representative of small business was heard by Senator James Murray (D), of Montana, Chairman of the Committee, the only member to make the trip to Boston.

The hearing, further sessions of which are scheduled for Friday, Saturday and Sunday at the State House, was held for the purpose of getting the small businessman's reaction to Senate Bill 1913 which seeks to promote more effective participation of small business in the war effort and to facilitate successful adjustments to peacetime economy.

Release of Material
In a press conference following the hearing which began late and adjourned early, Senator Murray said that the quicker reversion to civilian production can begin the easier it will be for all concerned.

"It is my opinion," he said, "that there is great possibility of immediate conversion of smaller war plants because cutbacks and terminations are going to occur with great alacrity from now on. This will release a lot of material which can be put immediately to use in the manufacture of civilian goods."

The move to reconvert small industry first will result in only slight disadvantage to large plants which must remain in war production, Senator Murray said.

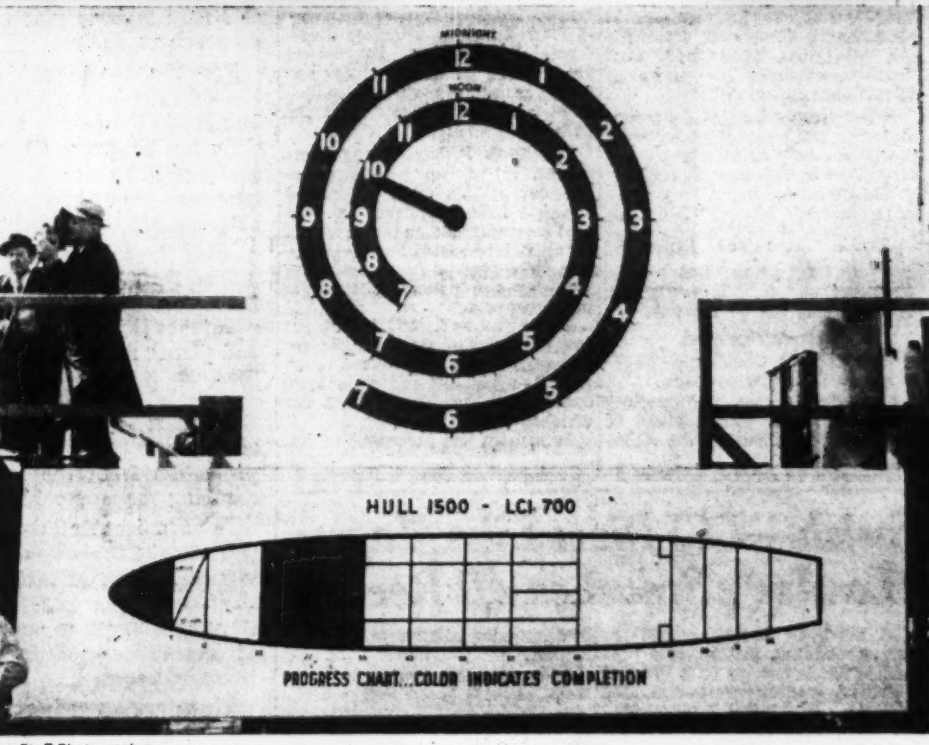
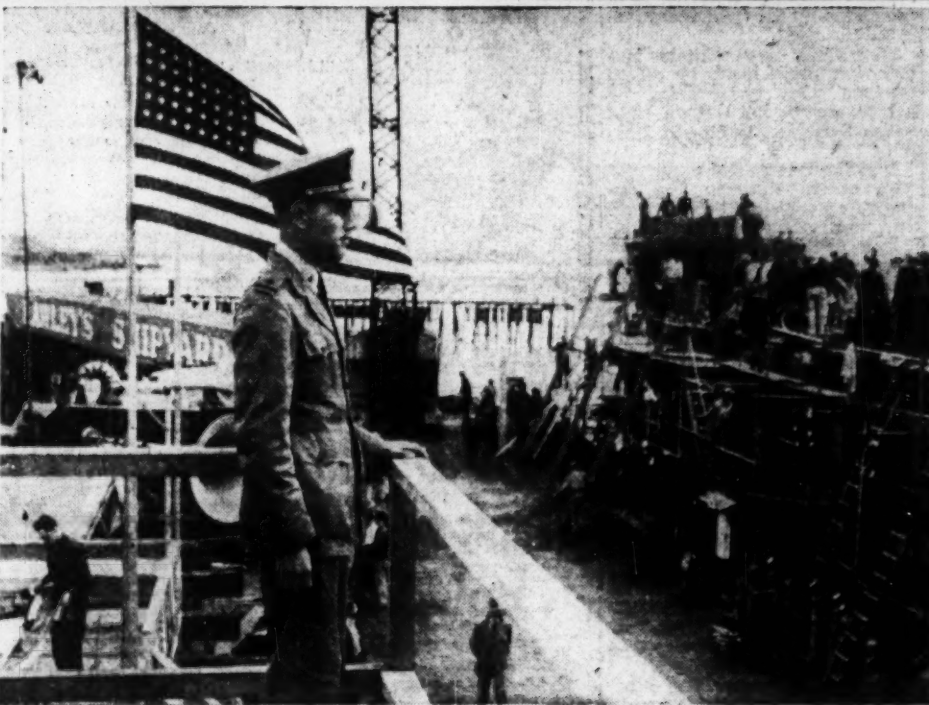
"Big business has a distinct advantage over small business in converting to war work and it seems only fair that the small fellow should have an edge now," the Senator said.

System of Allocation
"We will require some system of allocation if surplus materials are to be equitably distributed after the war," he continued. "It is anticipated that there will be over \$100,000,000,000 worth of

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Slade's PEANUT BUTTER
Made of No. 1 grade of peanuts and salt

Record-Breaking Goal Cut Way Down



Landing Craft Launched at Lawley Shipyard
Working at top speed in an endeavor to attain, and perhaps better, the record-breaking goal of 18 hours set at the George Lawley Shipyard today for the assembling, testing, and launching of a 150-foot landing vessel, more than 600 workers succeeded in cutting this time to one third. Work started at 7 o'clock this morning. At 7:10 the bow was lowered into place, as shown in top picture. At 8:30 the naval ensign who is to take command of the vessel paused to look over the work (center picture). He remarked at the time that it looked as though the boat would be ready for launching by noon. He was not far wrong! Lower picture shows clock and chart which recorded progress of the work. Before 10 o'clock, it will be noted, three sections were ready. By 1 p. m. all sections were finished. Ordinarily it takes about five days to complete such a vessel.

Ration Dates for Consumers
Beef, Cheese, Butter, and Oleo—Book No. 4 Red stamps A8 through V8 in Book 4, now valid and worth 10 points each, regardless of numbers printed on them. Good indefinitely. Red tokens may be used as change.
Cooking fats and oils and all meats, except beef, steaks and roasts, now point free. Canned fish also point free.
Canned Goods—Blue stamps A8, through V8, in Book 4, worth 10 points each, now valid; good indefinitely. Blue tokens may be used as change.
Sugar—Stamps 30, 31, and 32 in Book 4 now valid for five pounds each; good indefinitely.
Stamp No. 40 in Book 4 now valid for 5 pounds for home canning. Good through Feb. 28, 1945.
In addition to five pounds for canning on Stamp 40, a maximum of 20 pounds of sugar per person for home canning will be granted on application to local War Price and Rationing Boards.
Fuel Oil—Period 4 and 5 coupons now valid; expire Sept. 30. (Class 4, small domestic users, 10 gallons; class 5, large domestic users, 50 gallons.)
New Period 1 coupons may be used as soon as received from ration boards.
Gasoline "A"—No 10A coupons for 3 gallons each now valid; expire Aug. 8.
Serially numbered B-3 and C-3 coupons now good for 5 gallons each. Expiration dates vary. Each coupon must be indorsed in ink with State and registration number.
Shoes—Stamps 1 and 2 on "Airplane" sheet of Book 3 now valid

Three Bay Staters In Casualty List
WASHINGTON, June 22 (AP)—Names of three Massachusetts men were included in a list of 48 casualties among members of the Navy, Marine Corps and Coast Guard released last night by the Navy Department.
The Massachusetts men and their next of kin:
Rev. Alfred Daniel, fireman first class U. S. Naval Reserve. Wounded. Father, Mr. Leon Alfred Rex, Everett.
Scott, William James, seaman second class U. S. Naval Reserve. Wounded. Parents, Mr. and Mrs. William J. Scott, Cambridge.
Walt, Michael Joseph, seaman first class U. S. Naval Reserve. Wounded. Mother, Mrs. Mary Walsh, Somerville.

State Head of U. S. Housing Plans Retirement July 1
SPRINGFIELD, Mass., June 22 (AP)—John F. Malley, State Director of the Federal Housing Authority, has announced his retirement, effective July 1. He made the announcement at a meeting of the Springfield Home Builders and Contractors Association last night.
The Director also announced that Joseph M. Stokes, FHA underwriter, would leave the Boston office to accept an appointment as Superintendent of Underwriters at Washington.

Swish—LCI Rises Like Magic; Lawley's Smashes All Records

Continued from Page 1

in a Walt Disney cartoon—swung sections into place, lifted equipment, and hoisted equipment and parts in rhythmic tempo.

Ahead of Schedule
After only an hour and a half of superactivity, Edward Whiting, General Manager of the yard—who, incidentally was on hand long before the 7 o'clock starting time—announced that work already had progressed to a point where the yard was three-quarters of an hour ahead of its schedule.

This time schedule, marked by a huge clock-like spiral above a large-scale chart bearing an outline of the landing craft, had been erected alongside the vessel. As each part was slipped into place, welded, tested, and found secure, it was "blacked off" on the plan. A running play-by-play description was broadcast throughout the yard. And, from a near-by bunting-covered platform, the firm's "glamour girls" cheered the workers on.

When the ship was launched, it glowed with light furnished by power from its own generators. Thus, another LCI—the ship which has figured so prominently in the Invasion—was nearly ready to leave this cradle of American shipbuilding to join the fight.

Originated Here
It was at the Lawley shipyard that this type of vessel originated. Lawley's is the lead yard for five others in the country where such craft are being produced in huge numbers. And the firm has but one theory: "All jobs have a time limit—due 10 minutes ago."

The vessel, which will have a 27-foot beam, and which is similar in construction to ships which landed men on the French invasion coast, will have a crew of 25 men and four officers, and a transport capacity of 200 infantrymen. At shortly after 8:30 this morning, the officers and crew which will take over the vessel within a few days were on hand to watch the assembly operations.

"Looks like she will be done by noon at this rate," smiled a lean, not-yet-bronzed young Navy Ensign, shortly to take command. Pride of ownership, comparable to that of a householder watching his first new home taking shape on a corner lot, suffused his face. The speed with which the vessel had taken form was breathtaking.

Sections Completed
The ship sections had been completed when the men began the assembly work at 7 o'clock. Only the task of fitting, electrifying, and installing all other equipment lay ahead.

Inspection of all work as it progressed was under the charge of Lieut. Commander E. S. Fleming, of South Weymouth, from the Navy Inspection Office. He had with him an added crew of Navy inspectors, so that there would be no hitch in the fast-moving program.

Lieut. Commander Samuel

Temple, Security Officer at the yard, also was on hand early. Before 7 o'clock, two sections—the stern and a forward mid-section—were in place on the ways. A huge Speedcrane, capable of lifting 35 tons or more, swung about on its caterpillar treads. Its chain was lowered. A moment later, the prow was swinging high in the air. At 7:10 it was secured in place.

Crane Hooks On
A few minutes later, a second crane hooked onto what looked for all the world like a section of a two-story doll house, its open end disclosing several "rooms," a stairway, racks or stanchions for bunks for the crew, numerous disconnected pipes, machinery, and miscellaneous equipment.

At 7:40 this second mid-section was dropped into place. Welders swarmed up hastily-erected ladders. Other workers appeared in all quarters. The forward section and the stern were "squeezed" together, and the vessel took on its completed form. On the deck, hundreds of workers swarmed about their numerous tasks.

There were times, many times, in fact, when workers apparently stood idly by. But, in the words of Foreman Jack Poole, veteran of World War I, "I know where every man is. Each one is assigned to a particular job, and knows just when to move in."

The deck was a solid mass of workers entwined with snake-like coils of rubber hose and metal conduits. In less time than it takes to tear, portable air injectors were in place, and the lines of hose were carrying fresh, ice-cooled air to welders working below decks, and other lines were ejecting the smoke and fumes.

Cleared in 15 Minutes
"If I gave the signal, this whole deck could be cleared in 15 minutes," said Foreman Poole, whose son recently took part in the European invasion aboard a similar craft.

Below in the shipyard, workers moved about with wheelbarrows, shovels, brooms, and rakes. It almost looked as though they planned a Victory Garden in celebration of the fast-moving record. But, they were merely clearing up odds and ends of debris, preparatory to the assembly of another vessel on the same ways within the next few days.

By 10:30, these workers had transferred to the deck of the LCI 700. Much of the equipment had been removed, and they set about with pails of water and brooms to clear the deck. Below, another group with big buckets of orange grease swapped the ways for the earlier-than-expected launching. Cheers went up from workers and spectators alike as each operation was completed. Excitement ran at high pitch as everyone backed down to uphold the yard's tradition to "get things done that other had said couldn't be done."

Governor 'Alerts' Fire Group

Fire co-ordinators from all parts of Massachusetts meeting at the State House today were urged by Governor Saltonstall to prepare now to meet the forest fire hazard next autumn.

Today's meeting was the first held by the fire co-ordinators in many months. The division of the Commonwealth into fire districts and the naming of co-ordinators to provide for closer co-operation among the cities and towns of the State resulted from an executive order issued by the Governor shortly after the outbreak of war. Emphasis at today's session was on forest fires which did considerable damage throughout the State this past spring.

Locomotives Set Blazes
State Conservation Commissioner Raymond W. Kenney blamed the outbreak of serious forest fires in April and May on the dry weather and the manpower shortage. He said that railroads, using antiquated equipment because of the war had started "quite a few fires."

"One train to Cape Cod," Commissioner Kenney said, "has caused 14 fires between Boston and Hyannis, while another caused 11 fires between Palmer and the New Hampshire line."

Mr. Kenney charged a lack of capable leadership and equipment to combat fires in small towns.

Authority Called Divided
Assistant Attorney General Joseph F. Bacigalupo told the fire co-ordinators that although the Governor's executive order had been issued in anticipation of possible enemy action or attempted sabotage, fire chiefs did not have to await such incidents before calling on the fire co-ordinators for help.

Chief Francis Tierney of Arlington said that there is divided authority between fire chiefs and forest wardens and that the warden, who is in actual charge of fighting forest fires, is frequently not the fire chief. He urged that one man be charged with fighting all fires within a community.

Public Safety Commissioner John F. Stokes said that the com-

munications services of the State Police were available for use by the fire co-ordinators, and Adjutant Gen. William J. Keville said that the Massachusetts State Guard would be available to fight forest fires when called upon.

Tax Blanks Put in Mails
Returns for the Federal capital-stock tax on corporations for taxable years ending June 30, were placed in the mail today by Collector of Internal Revenue Denis W. Delaney, who announced that approximately 25,000 corporations must fill in the returns and file them by July 31.

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Events Around Greater Boston

Tonight
The pupils of Leona Margram will give a pianoforte recital in the vestal hall of the New England Conservatory of Music at 8:15 p. m.
Friday
Miss Eleanor W. Randall will give a talk on "French Arts Exhibition" in the Museum of Fine Arts at 11 a. m. Free to the public.
Entertainment Timetable: Page 4.
Radio Timetable: Page 4.

C.I.O. Hits OPA Measure: Roosevelt Ready to Sign

By Mary Hornaday
Staff Correspondent of The Christian Science Monitor

WASHINGTON, June 22—President Roosevelt is preparing to sign the bill Congress has just completed extending price control until June 30, 1945, although Philip Murray, President of the Congress of Industrial Organizations, warns that it "sets a green light for violators and a danger signal for workers and for every American family."

The measure was completed by the House and Senate yesterday after conferees had spent four days passing on more than 40 amendments added to the two bills on their way through the legislative mill.

The fact that this is election year undoubtedly contributed to the victories some highly organized

pressure groups were able to point to in the measure finally sent to the White House, but whether instructed by the President, Office of Price Administration, or not, directors made no loud complaints about the final result.

The bitterest protest against the completed measure came from the C. I. O., whose President, Mr. Murray, declared that it "preserves only the pretense, not the practice, of price control."

Labor groups had tried to get an exemption into the bill for voluntary increases in wages and salaries not over \$37.50 a week, but it was stricken out in conference as likely to compel widespread increases in price ceilings.

The conference report was approved in both houses by a voice vote, with only a handful of "noes." Senator Henrik Shipstead (R) of Minnesota asked to have the record show that he opposed the measure "because of the lack of agricultural safeguarding provisions."

Prices to Increase

In the House, it was hinted by Representative Walter C. Ploeser (R) of Missouri that the OPA gave in on the Cotton Textile Institute's compromise amendment tying cotton textile prices to parity prices for cotton in exchange for "votes—for a fourth term," but the political motive was immediately denied by Representative A. S. Mike Monroney (D) of Oklahoma, one of the conferees.

OPA officials have conceded that the cotton provisions will bring "some increase" in the price of denims, chambrays, and other cotton textiles now in short supply.

In his denunciatory statement, Mr. Murray was especially critical of the enforcement loopholes written into the price-control structure in the new amendments.

He charged that the bill, as it goes to the White House "will control neither prices nor rents, because it cannot be enforced. 'The authority of OPA to impose price ceilings is not significantly altered, but its power to make any one comply with them has been emasculated,' he declared.

A Sweep for Victory



Wide World

New Brooms to Serve Double Purpose

Miss Doris Jensen, secretary at the California Shipbuilding Corporation yards in Los Angeles, is shown with some of the scores of brooms which will be hoisted to the mastsheads of Victory ships in traditional token of success in sea trials after launching. The brooms, decorated with red, white, and blue ribbons, will be auctioned off at the shipyards to boost War Bond purchases.

House Views Court Ruling On Insurance

WASHINGTON, June 22 (AP)—Legislation intended to cancel out the Supreme Court's opinion that the insurance business is subject to antitrust laws held the attention of the House today as Congress raced to a summer recess.

Three hours of debate were set aside to dispose of the measure, with the prospect that half a dozen departmental supply bills awaiting final action would be sandwiched in.

The legislation is the outgrowth of a case involving Federal action against 198 insurance companies accused of conspiracy to fix and maintain arbitrary and noncompetitive rates on fire insurance sold in southern states. A Federal district court sustained a demurrer to the indictment on the ground insurance was not interstate commerce and hence was not subject to the antitrust laws.

Subsequently, in a split opinion reversing its stand of 75 years, the Supreme Court held that insurance is interstate commerce.

Backers of the legislation, a six-line proposal, contend it is necessary to protect the right of states to regulate insurance and to block control of that business by a Federal bureaucracy. Opponents insist its enactment will result in transfer of insurance business to big companies to the detriment of the smaller ones.

Distilling of Beverage Alcohol Draws Continuing Criticism

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, June 22—The War Production Board's one-month holiday from the war production of industrial alcohol granted the nation's distillers yesterday, in which whisky for domestic consumption may be produced, was under renewed criticism here today. War Food Administration officials, it was understood, disapproved of the plan because it would cut into the nation's grain supplies.

However, since the distillers' holiday has been approved by the WPB and by the War Mobilization Director, James F. Byrnes, there seems little chance that the WPB's decision will be reversed. What Marvin Jones, War Food Administration Director is going to do, it was learned here, is to prohibit the use of corn and possibly restrict the use of wheat in the production of whisky for domestic consumption. This means that rye will be the chief grain available.

Corn supplies in the country are reported at their lowest level since the 1937 drought. Also hog-farmers in the Mid-West corn belt who in the past have parted with some of their corn to meet the needs of industrial producers of alcohol would have objected strongly if corn was now allowed to go to whisky producers.

While rye, wheat and other grains can take the place to some extent of corn in the production of whisky, distillers of course would prefer their favorite raw material, corn.

Some criticism has also been voiced here on the manpower angle of the problem, it being thought wasteful in a manpower shortage to let it be used for such purposes. But since the holiday is only for a month, it hardly would be possible.

Engine Ruins One Buggy, But Bond Drive Goes On

KANSAS CITY, June 22 (AP)—Fleabiscuit is back on the job pulling War-Bond buyers in a buggy.

The horse almost ran himself out of a job by running away and dashing in front of a switch engine, which demolished the buggy he was pulling.

But another buggy was obtained and again Mrs. Emma Kollenborn was offering buggy rides for bond buyers and doing a brisk business.

Churches Urge World Education Plan

NEW YORK, June 22—Early establishment of a permanent "International Office for Education" was urged on the State Department today by 140 religious leaders representing many religions and all sections of the United States.

Dr. Harlow Shapley of the Harvard Observatory, President of the American Association for an International Office for Education, made public a joint statement by Protestant, Roman Catholic, and Jewish clergymen being forwarded to the State Department, calling for immediate consideration of the kind of civilization that is to emerge in the immediate years ahead.

The statement describes education as "a necessary instrument" in the establishment of a civilization based on friendly collaboration among individuals and nations, and emphasizes that only through infusion of human lives with spiritual and ethical purposes can aggression and wars ever be overcome.

"The future peace and security of the American people, as of all people, rest upon the attainment of mutual understanding, the applications of reason and knowledge to the solution of human problems and, as an indispensable means to those objectives, effective education at all levels," the statement stresses.

In addition to the long-standing urgencies for education and understanding, the message adds, are the complications brought on by the deliberate policy of the Axis to disrupt the technical, professional and teaching personnel of the countries they have conquered.

The resulting lack of personnel in both Europe and Asia to make possible modern intellectual life and technical achievement, and thereby redevelop an orderly and peaceful world, presents a problem which will result in the perpetuation of war-breeding conditions if the problem is not faced, the signers warn.

"We believe it essential," the message asserts, "to collaborate with other nations to promote educational advancement and to assist

to take definite action along the lines of the proposal.

Mr. Marshall viewed the statement as illustrating "the growing consciousness in this country of the importance of education throughout the world if we are to have that understanding among nations which is more important to peace than any political organization."

Girl Handles 50-Ton Crane

Special to The Christian Science Monitor
FT. KNOX, Ky.—Petite Dorothy Compton handles a 50-ton crane in the Army automotive maintenance shops here with the greatest of ease. Lifting 26-ton Army ordnance tanks and placing them in the proper spots is routine to Dorothy.

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Tonight, 6:30 p.m., Yankee Network

mon's Orch.	People Are A Wonderful Thing	Shaw's J. R. King	Classical Album
Unions	"Boston Blackie" drama	Network sports	New service
comments	starring Chester Morris	Network sports	Beyond Victory
ne	Stars: Babe Ruth, get	Network sports	Andy Kirk's Orch.
the	Conventio Concert	Network sports	Andy Kirk's Orch.
er's Orch.	New News: R. N. Eddy	New service	Frank Sinatra, songst
program	Weather: Bump Hadley	Radio Newswar	Artie Shaw's Orch.
studies	Music You Want	Harry James' Orch.	Day's End: Music
	Music You Want		

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	Music You Want		

Boston's Part in Growth Of Negro Colleges Praised

"Boston has been the leavening influence in the growth and productivity of the Negro colleges in the South," Frederick D. Patterson, President of Tuskegee Institute, declared today at a luncheon given in his honor at the Boston City Club.

Dr. Patterson came to Boston to help spur on a drive for funds which is being conducted throughout the country for the 27 Negro colleges in the South. He was introduced by W. Cameron Forbes, former Governor General of the Philippines and former Ambassador to Japan.

"It should be a matter of real interest to the citizens of Boston," Dr. Patterson declared, "that the generous support which they have given to leading Negro institutions since the early days of the Civil War has contributed in a major way to the development of the kind of appreciation and understanding of the importance of education which makes this nation-wide appeal not only possible but likely to succeed."

The Tuskegee President said that the campaign was functioning in 32 cities in an organized way and that both whites and Negroes

were behind the movement without exception.

"Negro education," he said, "is a matter of national consequence and should be a matter of national concern. There is a great danger during this period of rapid national transition that the less spectacular, though basic, process of education will be overlooked in terms of its significance in a developing democratic society. This is particularly true of Negro education where the program to date has transpired on such a modest scale and in such unostentatious fashion as to belie its real importance for America as well as for the Negro group."

The only hope for the proper development and integration of Negro-Americans into a fully effective, participating status as American citizens, is that there should be sufficient educational opportunity available to the masses of these youths to provide the teachers, doctors, social workers, and professional groups of all kinds which are required. It is in the interest," Dr. Patterson said, "of this rather than in either developing or perpetuating Negro colleges as such, that the activity of the United Negro College Fund is dedicated."

Gas Resistant Sacks Win 'E' For an East Pepperell Firm

War Activities of New England

Achievement in manufacture of gas resistant sacks for the Chemical Warfare Service of the United States Army has won the Army-Navy "E" award for the Bemis Bros. Bag Co. of East Pepperell. Announcement of the award was made today by Undersecretary of War Robert P. Patterson.

Ceremonies at which the flag will be presented to the New England manufacturer will be held on June 29, Brig. Gen. Alden H. Waitt is scheduled to be the principal speaker. The company announced that all workers employed on the day the award was made will receive the E pins distinguishing them as "war workers—first class." S. E. Whitesides, Jr., commander of the Boston Chemical Warfare Procurement District, has sent his letter of congratulation to the employees.

On Rescue Mission

Boatswain's Mate Second Class William B. Pevear, who until his

enlistment in the U. S. Coast Guard in 1942 worked in the Composing Room of The Christian Science Monitor, is one of a group of New England men busy rescuing survivors of the Battle of Normandy, it was learned today.

A recent rescue was of 16 men who were taken from a sinking ship two miles off the French Coast. The rescue flotilla is comprised of small wooden craft which are used to accompany British invasion ships across the English Channel to France. These young Coast Guardsmen have been busy spending their days and nights boarding sinking troops or fighting craft and diving into the icy waters of the Channel rescuing the wounded.

Until today, Pevear's mates in the Monitor composing room have not known where he was stationed, but now they plan to send him a special "citation" signed by the entire staff.

3,000 Connecticut Workers Hit By Cut in Machine-Gun Orders

The Week in Connecticut

Special to The Christian Science Monitor

HARTFORD, Conn., June 22—The first big cut-back in Army orders for war goods hit the Hartford area this week when a 40 per cent slash in the .50 caliber machine gun contract held by Colt's Patent Fire Arms Manufacturing Company was announced. Graham H. Anthony, President of the company, said it would mean a lay-off for approximately 3,000 employees, about one-fourth of the shop personnel.

State Manpower Director William J. Fitzgerald hastened to add that "there is no danger of anyone walking in the streets." Orders for workers at other plants in the Hartford area total more than 3,000. Mr. Fitzgerald said, predicting that workers would be speedily taken up in other jobs.

The action of the Army Ordnance in reducing its order for machine guns, however, indicated the problem that will arise for

many manufacturers when the feverish war production in this munitions section slackens or abruptly halts. The problem of reconversion is becoming uppermost in the discussions held by manufacturers' groups.

At the heart of the problem is the fact that central Connecticut is still in a No. 1 critical labor shortage area, barred from non-war manufacturing. Manufacturers fear that these limitations, both on manpower and materials, will be continued so long that firms in other areas will have the substantial advantage of an early start when reconversion is permitted here. The future of industry in Connecticut, they say, is threatened by the situation.

The lay-off at Colt's, if it results in a shift of workers to other plants that still need help, will go far toward easing the labor shortage. The day when Hartford can be removed from the No. 1 critical area apparently has been brought nearer.

Farm Labor

The extent to which the farm labor force in Connecticut has been reduced by the inroads of industry and Selective Service was revealed by Samuel H. Graham, President of the Connecticut Farm Bureau Federation. In a broadcast honoring the farm workers who have stayed on the job, Mr. Graham declared that the regular year-round force of farm workers has dropped one-third since Pearl Harbor. There were 15,000 full-time men before the war. Now there are 10,000. At the same time, farm production has gone to new high levels.

The Connecticut War Council endorsed a plan proposed by the Farm Bureau to issue certificates of recognition to farm boys deferred by local draft boards for agricultural work. Farm Bureau leaders reported that many of them have been subject to "inquiries" on their trips to town and that on a few occasions gate posts and barn doors have been painted yellow.

Seriously, mother,
You'll save yourself a lot of time by using the Yellow Pages. For—whatever you need—turn to the Classified Directory to show you where to buy.

Easy TO FIND IN
TELEPHONE DIRECTORY
YELLOW PAGES

Rubber From Test Tubes



By a Staff Photographer

Process for Making Synthetic Product Shown in Boston

Left to right—E. B. Hathaway, Eastern District Manager of the Firestone Tire & Rubber Company; Harvey S. Firestone, President; L. W. Marchildon, Boston District Manager.

Tires Enough For All by Fall Firestone Says

By W. Clifford Harvey

Staff Writer of The Christian Science Monitor

Having met and mastered most of the problems of synthetic rubber production in the first two years of war, American industry should be able by next fall to produce enough synthetic rubber to provide all the automobile tires the nation can use on both the home and war fronts, Harvey S. Firestone, Jr., President of the Firestone Tire and Rubber Company, told a group of Boston newspapermen today.

Here to open what is probably the largest exhibition ever got together depicting the war role of a major industrial unit in the Hotel Statler ballroom, Mr. Firestone looked for much, cheaper automobile tires after the war with synthetic materials opening what he considered vastly expanded frontiers for American ingenuity.

Against an exhibition background of plastic window screens, two-ton blockbuster bombs, anti-aircraft guns operated by remote controls, and emergency life-rafts that spring, fully equipped and inflated, from packages about as large as a brief case, the rubber king anticipated a rapid reconversion of his vastly expanded industrial kingdom from wartime to civilian production.

He looked upon the tremendous synthetic rubber program as a form of "investment insurance" against any such inflated structures that all but wrecked the rubber markets of two decades ago. Crude rubber prices will never again run the full range from 3 cents to \$1.23 a pound, with synthetic rubber always in the industrial background, he said.

All the "kinks" in synthetic production have been ironed out, he said, to the satisfaction of the experts that synthetic tires are as good as crude rubber tires if treated properly. By the time the war is ended, he believed that civilians wouldn't be able to tell the difference in the wear of either crude or synthetic materials.

Not until two to three years after the war will the real fight come between crude and synthetic rubber for the strongest grip on civilian markets, he added. For during those first two to three years of peace, every available source of rubber supplies will be tapped to meet the heavy drains upon industry.

Opening tonight and tomorrow for invited guests, only, the Firestone exhibit will be viewed by the general public on Saturday from 10 a. m. to 6 p. m. Governor Saltonstall will visit the exhibit tonight in company with Mr. Fire-

stone, Wilbur Shaw, executive of the Firestone Company and three-times winner of the Indianapolis Speedway automobile race, John W. Thomas, chief executive of the company, E. B. Hathaway, Eastern District Manager from New York, and L. W. Marchildon, Boston District Manager.

Dorchester Boy 'Stars' In Bond Sales

A schoolboy War Bond salesman, who already is crowding the mark of \$6,000 he has set for himself in bond sales during the Fifth War Loan, was disclosed today by the Massachusetts War Finance Committee. He is Alvin L. Brody, "star" salesman of the "Campbell Commandos," War-Bond-selling teams of the Patrick T. Campbell Intermediate School in Dorchester.

Alvin's Bond activities, it was also disclosed, have caused the school to revise its bond-quota estimates upward. With sales of \$85,000 in War Bonds since Pearl Harbor, the Campbell School has set a quota of \$40,000 for the Fifth Loan. Alvin's own individual quota will be 15 per cent of the school's quota. Already he has more than \$3,250 in hand.

The State Committee reported a spurt in War Bond sales with an announcement that the total State E-bond quota had reached \$21,800,000. This is 19.5 per cent of this quota now subscribed.

The over-all total for Massachusetts has now reached \$128,900,000, or 15.6 per cent of the Bay State quota of \$828,000,000, the Committee said. The Greater Boston E-bond total is now \$13,623,000, or 20.7 per cent of this quota, the Committee added.

Cambridge, Mass., it is divulged by John P. Lyons, Chairman of the Cambridge War Finance Committee, has set a goal of a Victory Ship in E Bonds for the Fifth War Loan—\$3,000,000. The over-all total quota for Cambridge is \$18,980,000, of which \$2,896,000 is in E Bonds, it was pointed out. Hence, Cambridge citizens must oversubscribe by \$104,000 in E Bonds to meet the Victory Ship quota.

Northeast Gets U. S. Plane; Small Fleet Does Big Job

By Albert D. Hughes

Aviation Editor of The Christian Science Monitor

Return of a Douglas DC-3 transport plane to Northeast Airlines by the Government brought forth the disclosure today that ever since Pearl Harbor the company has performed an outstanding job of maintaining New England air service with just two planes.

Announcement by Paul F. Collins, President of Northeast, that the Air Transport Command is relinquishing a plane to Northeast meant, in effect, a 50 per cent addition to the company's fleet.

He expressed the hope that Northeast might be able to reopen its Boston-Montreal air service by the first of August. This route has been suspended since July 1, 1942, when the company turned over some of its planes to the Government for the war effort. The Montreal route serves Manchester and Concord, N. H., Barre-Montpelier and Burlington, Vt.

The new plane, a C-47 "Skytrain," is to be flown to the Douglas plant at Santa Monica, Calif., where it will be converted in about 40 days into a 24-passenger transport. Northeast was, in fact, the first carrier to augment the DC-3 design to accommodate three more passengers.

Big Month's Business

A company official disclosed, for instance, that during the month of May Northeast flew 4,737 passengers in its commercial service, the second largest month in its history. This was a record comparable to pre-Pearl Harbor days, when the company had its entire fleet.

As an example of a continuous operation Northeast during the recent dry spell—and its accompanying good weather—operated for 28 days—May 13 to June 11—without missing a flight.

Mr. Collins pointed out that good maintenance has been the secret of the company's successful operation with such a limited amount of equipment. "I can't praise the maintenance crew too highly for their record. Without them, we couldn't have done it."

It also was shown that each of the two planes flies more than 1,600 miles daily over the company's Boston-Bangor-Moncton, and Boston-Bangor-Presque Isle routes.

Five Crews Needed Daily

In commercial service, five crews are required daily, four to operate the four scheduled round trips, and a spare crew. On account of regulations, pilots are permitted to fly a maximum of eight hours daily, and must be relieved after that period.

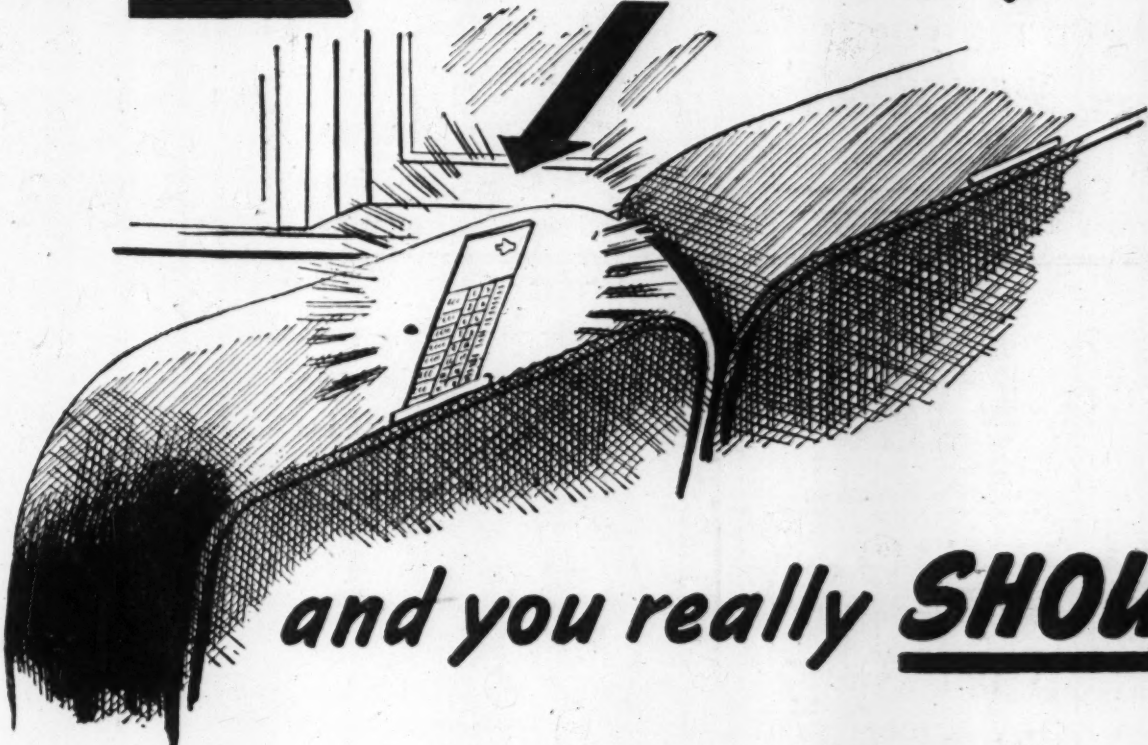
For its entire commercial and A. T. C. operations the company has 56 pilots, and it was disclosed that they are permitted to bid for either commercial or military flying operations, according to the length of their term of service with the company.

It should be emphasized, however, that while the present fleet of planes and complement of pilots is adequate for northern New England air service, the company will need more planes and pilots for its projected Boston-New York service. Permission to operate over this route was recently granted by the CAB.

School Graduates Veteran

WORCESTER, Mass., June 22 (P)—One of the Worcester junior high schools yesterday graduated a veteran of World War II. He was Thomas Joseph Noonan, 14, who had run away from home and joined the Navy before his age was discovered.

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The little piece of cardboard our Conductors place in the back of the seat or hand you after taking your ticket on the train is a "train identification check"—proof you have paid your fare. Its color and the number of punches in it shows any conductor your destination at a glance.

Like your money or anything else that's valuable, you should take it with you when you leave your seat or go into another car, such as diner or smoker. In fact, it's so important to YOU that we've made part of our "First Call to Dinner" announcement a warning to "please take your train identification check or ticket with you."

This is really important to you because when you leave your seat with the Conductor's check in it, you invite some unscrupulous newcomer to take the seat, claim the identification check

as his — and then the Conductor must ask you to pay your fare again. The slippery person, meanwhile, is riding on YOUR money. Naturally the Conductor can't remember hundreds of faces but there's no mistake about your having paid your fare if you have an identification check.

Incidentally, now that the summer travel has started, we don't plan to have anyone stand at ANY time. It will be better for you, and easier for us, however, if you would plan your necessary travel in mid-week. Then there is a much better chance of your enjoying air-conditioned comfort than on week-ends when extra and older equipment must, of necessity, be in service.

Scores of our better coaches are, at all times now, off our lines in troop-carrying service.



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Humanities Chair To Honor Kirstein
Establishment of the Louis E. Kirstein Professorship in Human Relations at the Harvard Graduate School of Business Administration today was announced by Dr. James B. Conant, President of Harvard University.

The new chair is to continue the life-long work of the late Boston merchant and philanthropist in the improvement of human relations in business and community life. Dr. Conant said, and added that in its expressed purposes the chair will point the way toward maximum co-operation between labor, business, and other groups. The chair is also a memorial to the years of close association by Mr. Kirstein with the development of Harvard Business School, Dr. Conant said.

Well over \$200,000 has already been subscribed for the establishment of the professorship by 125 friends and business associates of Mr. Kirstein, the Harvard statement said. Funds are being collected by a committee headed by Lincoln Filene, of William Filene's Sons Company, where Mr. Kirstein was Vice-President until he passed on, it is added.

Smith to Resign As WMC Official
Announcing his resignation as Regional Director of the War Manpower Commission, Joseph A. Smith, said today he plans to return to private business. The resignation will be effective July 1. No successor has been announced as yet.

Before becoming regional chief more than two years ago, Mr. Smith was a personnel director for Sears, Roebuck & Company.

Let's back our boys
to the limit!



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Back in '17 we sang "The Yanks Are Coming." We thrilled to it then—a lot of us still get a funny feeling when we hear it now.

Today the "kids" are storming the beaches of France—taking terrific punishment—handing it out, too, you bet! Yanks are always "there."

France will suffer again the "Parley Vous" of the A.E.F.—We hope for not too long a time, there "kids" want to get home same as we did.

Keep your heart split—prayer for them—wish them Godspeed and shorten their visit to Hell by continuing to

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OVER OVER THERE!"**

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"GIVE 'EM ALL YOU'VE GOT"

That's sound advice, not only for invasion forces, but for us here at home... for right now our money is needed more than ever before in this war. This is the crucial time... the time to buy MORE and MORE War Bonds. War Bonds are not a gift, they're an investment—not a loss but a gain... and they will be used to gain a priceless thing—Freedom. Invest in the Invasion—buy MORE War Bonds today!

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Buy More Bonds Than Before. Back the Attack During the 5th War Loan Drive.

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**BUY MORE
WAR BONDS**

Stimson Hails Lift to Pacific Drive

Continued from Page 1

nese placed such value on the Marianas that they decided to risk the sizable fleet of four or more battleships, five to six carriers, vital tankers, and attached cruisers and destroyers.

Their plan was to launch several hundred planes in an effort to sink American carriers and puncture

the American air umbrella covering the landings on Saipan. The fleet then would have closed with the United States task fleet and the large number of troop transports it presumably was guarding. The United States thus would have suffered a severe air, sea, and land defeat, the Marianas, at least temporarily, would have been relieved, and the Japanese given that much more time to consolidate the positions in central China they are so frantically rushing to achieve.

The Japanese plan went awry when American planes and anti-aircraft fire destroyed 333 Japanese planes. This left the Japanese fleet, in turn, denuded of sufficient air cover, and American planes lost no time availing themselves of the opportunity. Nightfall and the limited range of planes apparently permitted the Japanese vessels still afloat to pull behind the cover of planes based on Formosa and Luzon.

Bitter Fight on Saipan
Secretary Stimson said that American Marines and infantry are pushing against two Japanese divisions on Saipan in fighting as bitter as anything seen thus far in the central Pacific.

Washington observers pointed out today that further Allied naval and air advances in the Pacific soon will increase the threat to Japan's communications to the vital resources of oil, rubber, and foodstuffs in the occupied areas to the south.

Thus, at the moment Japan's blockade of China reaches its greatest effectiveness and at the moment central China's food basket and principal north-south rail line come under the most vivid Japanese threat of the seven-year campaign, following the fall of Changsha, Japan suddenly and disconcertingly is confronted with having its own life lines sundered

by the Allies moving in from the west.

Stimson Reviews War

At his press conference this morning, Secretary Stimson, in bright mood, gave a general review of the war. Noting that today marks the third anniversary of Hitler's attack on Russia, Mr. Stimson remarked that the way the Russians have answered this attack "has been one of the major features of the whole war and has contributed to a tremendous extent to the Allied victory which is now approaching."

The fighting in Finland goes well, he said. So does it in Italy, where United Nations forces are steadily pushing the Germans back to the range of hills running across Italy from Pisa to Rimini.

In Normandy, the advance is striking, he said. He said elements of three German divisions are trapped in Cherbourg. While German engineers were busy in demolishing port facilities there, he expressed confidence that Allied naval and army engineers could restore order in "surprisingly short time."

Robot Bombs

Secretary Stimson said the German robot bombs are not yet "a major factor in the war," and added that the fact the enemy had to rely on this type of weapon instead of the more accurate and damaging bombs of the Luftwaffe is evidence of waning German air strength.

Calling attention to the war's grimmer side, Secretary Stimson said that United States Army casualties in all theaters since Pearl Harbor and including D-Day total 178,677.

Secretary Stimson pointed out, however, that of the 71,432 counted as wounded in the Army's above total of casualties, 43,000 have returned to duty.

Allies Expect Quick Use Of Cherbourg

Continued from Page 1

of the strain of a double front on the peninsula.

The British-Canadian holding operation in the south then can be immediately relieved by the arrival of Americans from the north. The second great benefit involves the achievement of a deep-water port. The Germans continue their assertions that a new landing thrust is in prospect. In any event, Cherbourg harbor will be available. Despite enemy demolition Tripoli was used 10 days from capture.

However, there is no tide at Tripoli compared to the 25-foot rise and fall at Cherbourg.

It is assumed here that this contingency is fully prepared for in the comprehensive Allied plans. The big tide also makes it difficult for the Germans to block the harbor.

It is easy to get at the sunken ships with acetylene at low water. But it is more difficult to repair the smashed key walls. These are practical matters, hardly visualized by civilians, and are of paramount importance. Quick use of the port with an immense flow of men and material is doubtless contemplated. Plans presumably have already been drawn up for this contingency.

Russian 'Flying Tanks' Smash Finnish Defenses

Continued from Page 1

have been almost negligible, whereas the enemy has suffered heavily in the air.

The Red Force combat pilots also successfully prevent enemy bombers from bothering Soviet ground forces. The last attempted enemy raid was three days ago, when 25 Dornier 21's tried to bomb Russian troops on the move.

Enemy bombers from bothering Soviet ground forces. The last attempted enemy raid was three days ago, when 25 Dornier 21's tried to bomb Russian troops on the move.

A fighter squadron led by Senior Lieutenant Seroff intercepted them and they scattered—only six dropped any bombs and those were well off the target.

We watched two groups of Stormoviks take off. Heavy with bombs, they wobbled into the air reluctantly and leveled off just over the treetops, while their fighter cover weaved back and forth several thousand feet above.

We were on hand to see their return and incidentally get a fresh bird's-eye report from them of the progress of the fighting.

Thus one group had been attacking enemy fortified positions some miles beyond Viipuri (Viborg), while another group had harassed retreating Finnish columns southwest of the town. Russian ground forces, they said, were in hot pursuit. A short time later, it was announced that Viipuri had fallen.

Leningrad Veterans
Most of these fliers are veterans of the battles for Leningrad and aren't accustomed to having such a tranquil base. During siege days, the Germans made repeated efforts to destroy both these squadrons and their landing ground and even at the outset of the present Finnish campaign, they were only five miles from the front line.

The air offensive actually opened June 9—one day before the land offensive, and since then, the Red Air Force has averaged from 1,500 to 2,000 flights daily. In breaking all three defense lines, air power played a leading part.

Each heavy artillery workout was climaxed by bombing, which immediately preceded an infantry and tank assault. Furthermore, the Air Force directed and corrected the artillery range and kept the enemy under sharp observation. Whenever movements of enemy reinforcements were detected, the

Nazis Hold Troops in Balkans; Allied Raids Cut Oil Supplies

By William H. Stringer
Staff Correspondent of The Christian Science Monitor
With the United Nations Forces in the Middle East

CAIRO, June 21—The Allied invasion of Europe has apparently drawn no German troops so far from the Wehrmacht's long Eastern front against Russia, but the steady toll of Allied air attacks against oil targets in Southeastern Europe is pinching the German war machine's transport all the way to Cherbourg.

Because the German High Command expects momentarily a Russian drive toward Bucharest it has not pulled any divisions from the Southern Soviet front stretching from Lwow to the Black Sea, according to reliable information.

Nor has the Wehrmacht switched to the west any of the other divisions on the Eastern Front stretching northward to Finland. Instead, the Germans have marshaled all available Romanian and Hungarian divisions behind their own against the Russian lines.

Accumulating damage to oil fields at Ploesti and elsewhere by Anglo-American bombing is actually forcing the Nazis into a serious economy in the use of oil, reliable reports reaching here indicate.

Only the most essential gas-powered vehicles are moving in the Balkans today and the oil pinch is believed to account for the amount to horse-drawn traffic the Allies have encountered along the West Front beachheads. Prisoners taken admit receiving instructions for the most sparing use of oil.

Meanwhile Germans are giving

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Merchant Seamen Losses Drop Steadily Since Early in 1943

NEW YORK, June 22 (AP)—While American merchant seamen have suffered greater losses in relation to their number than any branch of the armed services, their situation has improved steadily since early 1943, the Metropolitan Life Insurance Company said yesterday.

The company estimates that during the first four months of 1943 losses among American seamen were more than 300 a month, while the toll of fatalities and missing dropped to less than 50 a month in the last eight months of the year.

"Indications are that the favorable experience continued into 1944," the company reports.

The American Merchant Marine up to March, 1944, is reported to have lost about 5,565 men including 700 killed, 4,300 missing, and 565 prisoners. This total is more than seven times the losses in the first World War, the report says.

Losses in the British merchant navy also were cut last year to about half the figure for 1942, but the report adds that Great Britain probably has suffered heavier losses than any other nation, estimated to aggregate more than 26,300 to September, 1943.

While authentic information about other countries' merchant marine losses is lacking, it is estimated that about 600 vessels or one third of the Japanese merchant fleet have been destroyed. Figures for Germany and Russia are lacking, but their losses are also believed to be considerable. Meager information indicates a loss of 4,000 merchant seamen in Greece, 2,500 for Norway, and more than 1,000 for Denmark, while neutral Sweden's loss has exceeded 850 men.

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It's a Long Way Back to Tojo



Official United States Coast Guard

Japanese in Nazi Uniform Captured

Dismay and loneliness is written on the face of this young Japanese, wearing a Nazi uniform and photographed by a United States Coast Guard combat cameraman in a roundup of German prisoners on the beaches of France. The Japanese is giving his name and number to an American Army captain.

'No Fight' Vote at Oxford: Did It Lead Duce Into War?

By Harold Hobson

Staff Correspondent of The Christian Science Monitor

LONDON, June 22—The Oxford Union's 1933 resolution that its members would not fight for King and Country so impressed Mussolini with the idea of British decadence that it influenced him to join the Axis, according to a statement made by Prime Minister Winston Churchill to Maj. Gen. Lord Mottistone.

Lord Mottistone made this disclosure in a debate in the House of Lords on the education bill. "The young men at Oxford who passed that resolution," said Lord Mottistone, "very nearly decreed the downfall of Britain and the Empire." Lord Mottistone quoted Mr. Churchill as saying, "The effect of the Oxford resolution was shattering on the Continent of Europe—shattering to our prestige. We have actual proof now that Mussolini was so affected by it he definitely came to the conclusion that Britain might be counted out, and it is probable it had a decisive influence on his decision to bring Italy in on the side of Germany."

Education Bill Debate

Lord Mottistone was speaking in support of an amendment to the education bill providing that school children should be taught to defend their country.

Lord Keynes, former Admiral of the British Fleet, said the Oxford young men are not to blame. Eleven million men and women

signed the peace ballot which invited gangster nations to aggression, he pointed out. Lord Quickswood replied that neither the Oxford resolution nor the peace ballot was pacifist. He said the Oxford Union merely meant it would not fight for King and Country merely as a catchword, but reserved the right to inquire into the justice behind any particular war.

Lord Mottistone withdrew the amendment on being assured that the education bill in final form would contain instructions along the lines he had suggested.

Influenced by Debaters

Meanwhile, Oxford men feel that the importance of the Union resolution has been greatly exaggerated, and its nature misunderstood.

Oxford Union is a famous debating hall, rich in undergraduate memories of Gladstone, Birkenhead, and other celebrated politicians, where high-spirited young men, in Dr. Johnson's phrase, "talk for victory."

Since nothing practical depends on their conclusions, they vote according to the merits of debaters, rather than on the subjects; and anyway they see no reason to be ashamed of a determination to fight only where justice lies. In this war, Oxford University has no doubt it is rendering a magnificent service to the Allied cause.

LCR Bristles With Rockets Able to 'Obliterate' Targets

NEW YORK, June 22 (AP)—One of the ingenious new weapons successfully used by the Allies in the European invasions was the spectacular LCR (landing craft, rockets), known jokingly in the trade as "the expendable battleship."

The LCR is a tank-landing craft hull fitted with a series of explosive rocket guns designed to lay waste any given stretch of beach.

Seen at a little distance its deck looks like a stack of organ pipes laid row on row, pointing forward at a fixed angle.

The hold, which ordinarily would contain tanks, carries the necessary vast store of ammunition.

The whole contrivance is controlled from an asbestos and steel shelter on the stern.

The operator, clad in fireproof clothing, can set off the rockets electrically singly, in series, or all at once in one great shattering broadside.

Since the rockets are at a fixed angle, a few single-ranging rounds are fired as the craft approaches the beach. Then when it is directly on the target area, the whole lot is fired, usually in two series.

The explosion and recoil are so tremendous that to fire all at once would risk breaking the back of the ship. So great is the fire and shock that all members of the crew except the operator go below and

throw themselves flat after batten-down all hatches.

The full broadside is described as heavier than that of the battleships *Neos* or *Rodney*, each of which has nine 16-inch guns.

Beach mines, barbed-wire entanglements, and machine-gun nests on the designated strip of beach simply disappear under the scorching fire of the LCR, which precedes the landing party.

When seen for the first time in action at night, the LCR looks like an exploding ammunition ship.

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Resistance to Japanese on Malaya Rises

By Selden Menefee

Written for The Christian Science Monitor

Continuing guerrilla activity on the Malayan Peninsula was admitted for the first time recently by Japan's official Domei news agency.

This is the first news of anti-Japanese military action in this area since it was disclosed several months ago that guerrilla bands of British and Indian soldiers, aided by Chinese and Malay civilians, were operating in Malaya last fall.

The Domei dispatch said that following an announcement on May 22, granting amnesty to "bandits" who would surrender and "become law-abiding citizens," 350 of these "lawless elements" had given themselves up at Sungai Siput in Perak State on June 8.

"On the same day," the report added, "90 other Perak bandits surrendered themselves at Kuala Kangsar."

There is also new evidence of a growing economic crisis in Malaya. Shortages of goods were indicated by a reorganization of export and import regulations last month, with the announced object of speeding up "acquisition of materials necessary for the existence of Malaya." Among the materials "specially designated by the Director General of the Military Administration" are iron, tin, coal, rice, salt, sugar, and miscellaneous cereals.

High Priority in Cereals

The Japanese have been claiming that Malaya's prewar deficit in production of rice and other foods have been overcome by increased plantings in line with the policy of "self-sufficiency." But it is interesting to note that in the new regulations rice and cereals receive the same high priority as heavy metals needed for local industry.

Koreyoshi Otsuka, Chief Civil Administrator of Malaya, stated recently that the natural resources of the "Southern Regions" were being rapidly developed. He referred specifically to oil, bauxite, tin, rubber, and guanine. But he expressed anxiety regarding the "transportation problem," which seems to be the key to the trouble, since Malaya has always been heavily dependent on foreign trade.

Latest broadcasts, from Tokyo to Occupied Asia on June 19, give the information that Japan has decided to carry out investigations of the Japanese military administrations in various States of Malaya. The first inspection party consists of more than 20 experts who will do "research on important problems."

Flier's Steel Vest Took German Shell

LONDON, June 22 (AP)—Lieut. Charles Gilpin, Norris City, Ill., is convinced flak suits are wonderful.

A chunk of anti-aircraft shell, six inches long and nearly an inch thick, tore through his Fortress over Berlin yesterday and struck him on the chest.

The armored and padded vest saved him—for the fourth time in 29 missions.

lems and at the same time collect data to be applied for future administrative measures. . . . Emphasis will be laid on two great fields: increased production of foodstuffs and ships, and the civil air defense system."

Summary of Problems

In a Tokyo broadcast Malaya's problems were summarized as follows:

1. The food problem. A drive is on, under the "guidance" of the Sultans and the Japanese military administration, to produce more food.
2. The manpower problem. It has been decided, said the radio, to concentrate all available manpower in Malaya "upon sustaining the principal industries," while importing workers from Java for other purposes.
3. "The problem of the Chinese merchants. The authorities . . . are making positive efforts to enable them to carry out free activity in their economic fields."
4. "The problem in connection with the prices of materials"—a

strong hint of inflation. The radio goes on to claim that bank and postal deposits made by the natives are increasing, which may mean either forced savings or surplus money due to lack of goods to buy—or both.

The radiocasts were monitored by the FCC Foreign Broadcast Intelligence Service and made available by the Office of War Information.

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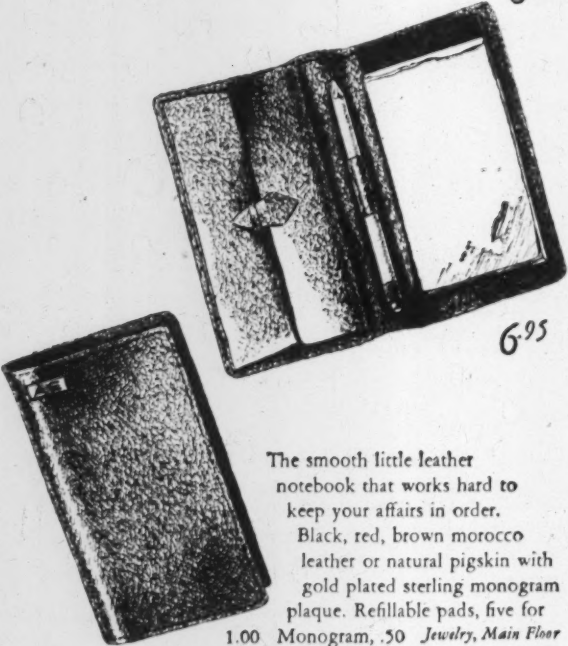
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Nippon Fleet Suffers Major Defeat—Yanks Fight Way Into Cherbourg

Continued from Page 1

An early-morning announcement June 22, said that possibly a fifth enemy vessel, a destroyer, was sunk in the battle between the Marianas and the Philippine Islands.

Nine or ten enemy vessels, in addition, were damaged.

Taken by surprise, the enemy fleet offered no counterattack and fled. There was no sign whatever that the two big fleets had joined surface battle.

The United States Fifth Fleet suffered no ship losses. Only 49 of its planes were lost in the June 18 air battle, which represented an attempt of Japanese carrier-based planes to break up the Saipan invasion. Saipan is the principal enemy stronghold in the Marianas and lies 1,500 miles from Japan and the Philippines.

Some of the American pilots downed may have been rescued, Admiral Nimitz said.

The carrier force was under the immediate tactical command of Vice-Admiral Marc A. Mitscher. The action of June 19 ended at

nightfall with the Japanese fleeing and there was no indication that the battle had been resumed.

353 Enemy Planes Shot Down June 18

Admiral Nimitz also announced that 353 enemy planes were shot down in the Japanese futile attempt June 18 on Admiral Mitscher's force. This added 53 enemy craft to the previous estimate 300 destroyed.

Two United States carriers and one battleship suffered "superficial damage." A fleet spokesman said superficial damage means the ship's capacity for battle was not impaired, indicating these three probably participated in the next day's action.

The attack of the Fifth Fleet under command of Admiral Raymond A. Spruance was such a complete surprise that the Japanese apparently made no counter-attack against any of our surface units.

On June 18, Japanese planes attacked the Fifth Fleet. They achieved no surprise. They lost 353 planes—335 to fighters and 18 to ship anti-aircraft. They inflicted only superficial damage on only three American ships.

Admiral Mitscher's carrier force pursued the Japanese. On the afternoon of June 19 it located the Japanese and attacked. There was time for just one assault before nightfall. But in just those two or three hours of daylight, his bombers and torpedo planes sank or damaged 14 enemy ships.

They destroyed 15 or 20 Japanese planes which rose in weak defense of the enemy's great force. And Admiral Mitscher's force

Japanese Fleet Gets Third Greatest Defeat

By the Associated Press

The destruction or damaging of 14 ships is the third greatest single blow dealt the Japanese battle fleet of the war.

The greatest was the Battle of Midway in June, 1942, when another carrier force under Admiral Raymond A. Spruance, Commander of the Fifth Fleet (in Pacific), sank four enemy carriers and nearly a score of other ships.

The second biggest defeat was Nov. 13-15, 1942, in the battle off Guadalcanal when the enemy lost more than 30 ships sunk and damaged.

achieved such surprise that the enemy was not able to counter-attack.

Japanese Caught With Planes Sunk

Admiral Mitscher had one advantage June 19. He caught the Japanese with their planes down—down in the ocean.

This enemy fleet which Admiral Mitscher riddled on June 19 now has been fairly well established as the one which attacked the force June 18. Loss of 353 planes from its five or six carriers virtually wiped out its planes, so that it had to rely largely on anti-aircraft for defense—a defense which proved pretty futile.

The fact that only 20 Japanese planes were downed June 19 further indicates the enemy had very

few aircraft to offer resistance.

The United States loss of 49 aircraft does not necessarily mean that anywhere near that total was lost to enemy action.

Because the battle was closed so late in the day and at nearly extreme range in order to catch the Japanese fleet, all of the planes were not able to return to their carriers. Many of these 49 landed in the water and the crews took to rubber life rafts.

Some of these already have been picked up and others undoubtedly were rescued after dawn June 20 although reports are incomplete.

The Hyatake carrier sunk in the Philippines Sea was at least the eighth Japanese flat top sent to the bottom. In addition to four at Midway, the Japanese lost two in the Battle of the Coral Sea and one to a submarine.

The carrier Zuikaku is listed in Jane's Fighting Ships as displacing 20,000 tons and carrying 60 aircraft, mounting 12 five-inch anti-aircraft guns. Its speed is over 30 knots, its length more than 800 feet. It was laid down in December, 1938, and completed in 1941.

Normandy:

Great Air-Land Drive Storms Cherbourg

Gen. Dwight D. Eisenhower's forces launched today their greatest assault since the storming of the beaches of Normandy—a combined land and air attack intended to crack the last defenses of the fortified city of Cherbourg.

The attack began when waves of British and American planes

Toll on Japanese Ships

U. S. PACIFIC HEADQUARTERS, Pearl Harbor, June 22 (AP)—Admiral Nimitz listed the casualties inflicted on the Japanese, June 19, as follows:

One carrier, believed to be the Zuikaku (17,000 tons) received three 1,000-pound bomb hits.

One Hayataka class carrier was sunk.

One Hayataka class carrier was severely damaged and left burning furiously.

One light carrier (probably around 10,000 tons) Zuiho Taiho class received at least one bomb hit.

One Kongo class battleship (29,000 tons) was damaged.

One cruiser was damaged.

Three destroyers were damaged, one of which is believed to have sunk.

Three tankers were sunk.

Two tankers were severely damaged and left burning.

Fifteen to 20 defending aircraft were shot down.

of British and American planes swept in with a heavy aerial-barrage lasting 80 minutes.

Light and medium bombers dropped down almost to cannon-mouth level to drop their explosive charges, the Germans immediately were beset by a heavy artillery pounding.

American infantry of Lieut. Gen. Omar N. Bradley, drawn up in position waiting the effect of these blows, then swept forward.

They last were reported hammering at Fort du Roule, only about 1,500 yards south of the military port, and at Fort Octeville, only slightly farther away to the southwest.

The latest headquarters announcements showed that the converging attack had virtually split the German garrison into three segments.

General Bradley's troops captured St. Pierre Eglise, 8½ miles east of the port and the last road junction leading to Cherbourg from Cape Barfleur, isolating the Germans in the northeastern tip of the peninsula. Other troops coming up from the south had entered Quettehou, a large town near St. Vaast la Hougue on the east coast and 13 miles southeast of Cherbourg.

On the west, another spearhead had practically split the Germans in Cherbourg from those in the northwestern tip of the peninsula by advancing to within half a mile of Beaumont-Hague on the road to Cap de la Hague. Beaumont-Hague is 8½ miles west of Cherbourg.

Except for the swift encircling drive on Cherbourg, there was little activity on the beachhead. The communiqué reported only patrol activity elsewhere, although enemy artillery and mortar fire in the British-Canadian sectors at Tilly was said to be unusually heavy.

The assault on Cherbourg captured the spotlight, but it was apparent General Bradley was striking with vigor to round up the German garrisons on the two prongs of the peninsula.

Air Over Europe:

Huge U. S. Force Batters Berlin

Berlin was blasted June 21 by more than 1,000 United States heavy bombers, under a fighter escort of the same size, in the greatest raid of the war on the German Capital. It was disclosed that some of the bombers had flown on to Russia, completing the first shuttle mission in history from bases in Britain to airfields in the Soviet Union.

Dispatches from an American base in the Soviet Union told of the landing.

The British announced that RAF Mosquitoes had followed up the mighty American assault on Berlin by bombing the German Capital again at night. Other RAF night bombers struck simultaneously at targets in western Germany, but they were not identified in the preliminary British announcement.

The German Radio said this mighty assault by Flying Fortresses and Liberators was followed up the next day with another attack on the Reich capital by RAF bombers.

The Americans' 12th and heaviest blow at Berlin cost 43 bombers and 15 fighters as they plowed through clouds and flak. Forty-nine German fighter planes were knocked down, 20 by fighters and 29 by bombers' guns.

Italy:

Allies Sweeping Toward Leghorn

Advancing steadily on all fronts, Gen. Sir Harold Alexander's

British Face 'Serious Period'

LONDON, June 22 (Reuter)—Viscount Bennett, former Prime Minister of Canada, declaring yesterday that the British Empire must not be liquidated, said the next two years would be a very serious period in its history.

Addressing the annual meeting of the Royal Empire Society, he said he was never more surprised than when he came to Britain and heard some of the things being said against the Empire.

But, he said, there had been a great change since the war began, and he thought the people of Britain were beginning to realize just what the Empire did mean to them.

"Yet I cannot but think that after this war our Empire will be in a very difficult position. We need to do all that we can to bring home to the minds of the people the necessity of not compromising the integrity of the Empire."

He said he was greatly relieved when Prime Minister Churchill remarked during a recent speech

troops were reported to have "ironed out" all the bulges in their line and a double drive for the important seaports of Leghorn and Ancona is now under way.

The Algiers Radio reported that Camerino and Umbra had fallen. In the Adriatic sector, advanced elements have reached Fermo, and northeast of Foligno, troops of the Eighth Army are approaching Camerino and Nocera Umbra, Headquarters said.

In the Adriatic sector, the pace of the advance is being maintained in spite of swollen streams and sporadic German resistance. British troops also have occupied the village of San Marco, northwest of Perugia.

French units of the Fifth Army advanced over rugged terrain deep in mud to clear several more villages in their northward push including Podion Ucello and Montenero. Farther west, the Americans have captured Paganico, on the River Ombrone.

Eighth Army troops have seized the villages of Villastada and San Fatucchio southwest of Lake Trasimeno.

On Highways 1 and 73, troops of the Fifth Army now are 15 miles north of Grosseto.

Finland:

Russians Launch Two New Offensives

The Russian Army opened two new surprise offensives against Finland June 21, striking far to the north and east of the battle zone on the Karelian Isthmus, and Moscow said early that Marshal Leonid A. Govorov's troops were driving on well beyond Viipuri, the fallen second city of Finland.

As a result, on the third anniversary of Germany's declaration of war on the Soviet, the Red Army was within 20 miles of the border fixed at the end of the 1939-40 Russo-Finnish war and the Nazis' chief associate in the war against Russia again was reported ready to sue for an armistice.

A Reuter dispatch from Stockholm reported that a Finnish peace Cabinet already had been selected.

Springing into action on the new fronts less than 24 hours after announcement of the fall of Viipuri, Finland's second largest city, Soviet troops struck north of Lake Onega with a powerful thrust that broke through Finnish lines east of Medvezhegorsk and also opened another drive along the Svir River between lakes Onega and Ladoga.

These offensives were along the Murmansk-Leningrad railway, which the Soviet High Command apparently is bent upon clearing as soon as possible. The front at Medvezhegorsk is approximately 240 miles northeast of Viipuri and the one along the Svir is 150 to 200 mile due east of the captured Finnish port.

The radiocast Russian communiqué said that in the first days of the attack along the Svir, Soviet units occupied more than 200 populated places, including Voznesene, a district center of the Leningrad region.

Another Moscow radiocast stated that Soviet troops, hitting westward from the top of Lake Oneshkoe, have closed in on the town of Medvezhegorsk and already are fighting in its outskirts.

At the same time, the Russian drive which started 12 days ago on the Karelian Isthmus plunged well beyond the burning ruins of Viipuri, probing within 120 miles of Helsinki, the Capital, and capturing more than 50 additional places.

Combined with the threat to Helsinki from the south, the new Russian thrusts not only jeopardized further Finland's ability to continue in the war, but also menaced the seven divisions of Ger-

man troops garrisoned in northern Finland as protection for the vast metal mines located there.

Rocket Site:

Reports multiplied that the Germans had been launching rocket bombs from the Cherbourg peninsula, and the Supreme Allied Command itself confirmed that troops fighting up that neck of Normandy had seized at least one site.

The headquarters announcement did not say the site actually had been used for launching this new weapon, but BBC earlier said United States troops had captured several sites from which the Germans had been firing the flying bombs.

If true, this would be the first disclosure that southern England has been pounded from this direction. Announcements previously have mentioned only the region around Pas-de-Calais to the north-east. Nor have bombing attacks on such targets in the peninsula been reported.

At any rate, the capture of these installations intact provided Allied technicians with a laboratory for finding means to combat the weapon, and technical experts have been rushed in to examine them, said advisers from an RAF base.

Lord Winster, air expert, told the Germans that their use of the flying bomb "is a method of completely indiscriminate bombing and if it continues, we have every right to take reprisals."

Allied experts flew into the Cherbourg Peninsula to investigate the flying-bomb bases captured intact by the American troops, but the Supreme Command said there were no indications the Germans had been using these against England. It appeared, a spokesman said, that the American drive over the peninsula left the enemy insufficient time to get the launching sites ready for operation.

China:

Japanese Drive Toward Hengyang

Japanese troops have pressed southward from fallen Changsha along a sweeping, 80-mile arc and in a 10-mile advance have fought to within 55 miles of the big rail junction of Hengyang, the Chinese High Command said.

The right extremity of this arc is cleaving through eastern Hunan Province near Siangsiang, 55 miles north of Hengyang. The left extremity swung down to engulf the railroad town of Liling, 75 miles northeast of Hengyang on the east side of the Siang River. Lukow, in this same area, also fell.

A communiqué from Lieut. Gen. Joseph W. Stilwell's Headquarters said medium bombers and fighters kept up a blazing patrol of the great Siang River, knocking out 20 supply launches, damaging other river craft, and striking at Japanese positions.

In Honan, the Japanese weakened the Chinese hold on the Peiping-Hankow railroad with a 30-mile advance that captured Chengyang. This left only 30 miles more to be wrested from the Chinese to form a line running from the Lunghai railway east of their base at Chengchow to positions east of Sinyang, their base in southern Honan.

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FROM General Bradley, leading the Invasion ground forces, right through every rank, American men now face a brutal, desperate, able enemy. For this invasion has only begun—before our fighters lies a hard and bloody task, one that demands all their courage, backed by all your faith in their ultimate victory.

That faith will be tested many times in this invasion—in grim struggles, set-backs, possibly even temporary defeats. It will be up to you to remember that early victories usually

only mean more savage opposition from a foe made more bitter, more ruthless as the shadow of his doom grows larger—up to you to keep that faith in days and nights of gloom as well as in hours of triumph.

There is little that you can do to show that you realize what they must face, perhaps for many months. But one thing you can do—back the attack with every dollar you can spare! Let the Bonds you buy in this greatest of Drives be the measure of your belief in their ultimate victory!



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ily album pictures. Send
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G. O. P. Drafts Plank to Bar Isolationism

Continued from Page 1

of the party's most outspoken col-
laborationists in Congress, Sena-
tor Warren Austin of Vermont,
permit no retreat to isolationism
and will be a more binding com-
mitment than the Mackinac de-
claration.

It pledges the Party to bring
about full participation by the
United States in a world security
organization, advocates the use of
"peace forces"—that is the exact
phrase of the plank—to prevent
military aggression and to preserve
the peace, and supports the estab-
lishment of a tribunal to settle
international disputes.

It was submitted to and ap-
proved by representatives of Gov-
ernor Dewey, whose nomination is
now almost completely accepted as
a foregone conclusion.

Dewey Adviser
It was worked out in direct col-
laboration with John Foster
Dulles of New York, a leading
internationalist and Mr. Dewey's
foreign-policy adviser, who made
several specific suggestions as to
what it should contain.

The plank, in its present form,
was finally written principally
by Senator Arthur Vandenberg
of Michigan, Chairman of the
Foreign Policy Committee of the
Republican Postwar Advisory
Council, and Senator Austin of
the Senate Foreign Relations
Committee, and has been approved
by the other four members of the
Postwar Advisory Committee.
Representatives Charles Eaton of
New Jersey and Bolton of
Ohio, and Govs. Edward Martin
of Pennsylvania and Dwight
Green of Illinois.

Evidence of Governor Dewey's
close association with the plank
comes from the fact that Mr.
Dulles became, in effect, a partici-
pating member of the drafting
committee and was in almost
continuous consultation with Sena-
tors Vandenberg and Austin.

Noncontroversial Issue
It now looks as though the issue
which many thought might be the
most controversial is rather
quickly winning a maximum of
agreement, and on the basis of
President Roosevelt's recent state-
ment of the Administration's own
peace plans, it seems likely that
the two parties will not be far
apart on foreign policy—as far as
declaration of intention is con-
cerned.

This does not mean that all
debate and dispute on foreign policy
will be ruled out of the Presi-
dential campaign, but developing
events now indicate that the issue
will not concern what the United
States should do to secure the
peace so much as which party and
which candidate can best be
trusted to do it effectively.

The Republican foreign-policy
plank will carefully emphasize the
necessity for the United States to
preserve its full sovereignty in any
world-security system and will
warn against any short-circuiting
of constitutional procedures in
bringing the United States into
such an organization, but since
the Administration has made the
same protestations, there is no
divergence here so long as the
emphasis upon sovereignty is not
used as an excuse to keep from
doing anything.

The support which Republican
leaders who have been consistent-

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GOOD
& Co.**
YOUR CHARG-PLATE
STORE
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STIFEL'S
Wheeling's Friendly
Department Store

Wearing Apparel and
Accessories for Women
and Girls, Men and
Boys. Staple Dry Goods.
Home Furnishings.



20th Air Force Patch
This shoulder tab of the 20th
United States Army Air Force,
the newest and longest-reach-
ing of the American air arm,
symbolizing globe-girdling range
of the new B-29 Superfortresses
with which the unit is equipped.
The background is ultramarine
blue, marked with white lines.
The star is white with a red
disc center surrounded by gold
annulet and gold wings.

ly identified with the extreme
isolationist wing of the Party are
giving to the new plank suggests
that not a few compromise have
been made. As one collaboration-
ist Republican remarked: "The
declaration has been somewhat
muffled, but it is fully collabora-
tionist as it stands." But Senator
C. Wayland Brooks of Illinois,
who rarely departs from the
Tribune line, said today he had
read the draft of the plank and
was satisfied with it.

The G. O. P. collaborationists
welcome this apparent healing of
the foreign-party division within
the ranks of the Party and profess
to be confident that the "former"
isolationists have either been per-
suaded or have come to recognize
that isolationism no longer is a
successful sales commodity in
American politics.

Dewey in Close Touch
Governor Dewey is being kept
in close touch with the proceedings
of the Resolutions Committee and
his views not only are available—
they are not going unheeded. After
placing Senator Robert A. Taft of
Ohio in the chair, the Committee
named Miss Mary H. Donlon, a
Dewey supporter, as his first aid,
and the telephone wires to Albany,
direct from the New York State
headquarters here, are busy.

Governor Dewey's delegate
support shows no sign of weak-
ening.
Gov. John Bricker of Ohio held
a press conference on arrival to-
day and refused to concede that
he was out of the race for the
nomination.

Former Gov. Alf M. Landon of
Kansas, the 1936 nominee and
strong Dewey backer, added the
name of Gov. Simeon Willis of
Kentucky to the list of the V-
Presidential prospects, including
also Gov. Earl Warren of Cali-
fornia, Gov. Dwight Griswold of
Nebraska, and Governor Bricker
himself.

The Resolutions Committee,
after listening to the proposals of
various peace groups yesterday,
is continuing its public hearings
on a variety of domestic questions.

Seaway Plan Urged
WASHINGTON, June 22 (AP)—
A dozen Republican Senators yester-
day petitioned the Committee
on Resolutions for their Party's
national convention at Chicago to
include in the Republican platform
a plank recommending completion
of the Great Lakes-St. Lawrence
Seaway.

They declared the project now is
completed for 90 per cent of the
distance from the Midwest to the
Atlantic. Legislation for its com-
pletion is pending in Congress.
Among the petition's signers was
Senator George Aiken of Vermont.

**War Bond Director
Calls for Speed-Up**
WASHINGTON, June 22 (AP)—
With bond sales to individuals in
the Fifth War Loan at 18 per cent
of quota, War Finance Director
Ted R. Gamble warned the nation
today against overconfidence in
the drive.

"The tremendous surge of sales
that some people expected as an
immediate result of the invasion
has not happened," he said in a
letter to state war finance chair-
men calling for "intensified sales
effort."

Individual purchases totaled
\$1,081,000,000 through Tuesday,
June 20, eighth day of the drive.
The quota for such sales is \$6,000,
000,000 of the over-all goal of
\$16,000,000,000.

Crew Offers to Support 'Starving' Strikers

Continued from Page 1

currency accompanying the Coos
Bay letter, said he had "no com-
ment," after noting a copy of the
letter.

Robert Spitzmiller, president of
Local 647, U. A. W. (C. I. O.), rep-
resenting workers at the plant, at
Cincinnati, issued a statement ac-
cusing "newspaper publishers of the
United States" of having a
"planned campaign" to create "an-
tagonism between labor and the
armed forces." He suggested that
the Associated Press use the money
"to print certificates . . . to be
distributed among their members
for the wonderful job they are
doing in sowing hatred, intolerance
and misunderstanding in the minds
of Americans."

Letter Read to House
Meantime, in Washington, Rep-
resentative Raulf Compton (R)
of Connecticut, told the AP he had
received this week a copy of the
Coos Bay letter which was ad-
dressed to the AP at San Fran-
cisco. The Congressman said it
came to him with a letter from a
naval lieutenant who previously
had written Mr. Compton on the
subject of reaction among men in
the armed forces to strikes in war
plants.

Last Jan. 12, Mr. Compton read
to the House a letter from this
officer who asserted "we have a
double battle, one with our ex-
ternal enemies and the other with
our internal enemies." The letter
later was placed in the Congres-
sional Record and carried the sig-
nature of Lieut. W. F. James. Mr.
Compton said today that Lieuten-
ant James was one of the authors
of the letter to the AP.

Mr. Compton said that in view
of developments he was making
public a portion of the naval offi-
cer's letter to him this week, as
follows:

"We out here have never let
ourselves be 'thrown' by the con-
tinued strikes at home . . . as
we buried our dead some time
ago. We further resolved that
nothing would interfere with our
final glorious victory; so resolved
were we that the inclosed letter
was written and the 'collection of
pennies' was started."

The letter received by registered
air mail by the Associated Press,
marked as coming from the U. S. S.
Coos Bay, follows:

"U. S. S. Coos Bay (AVP-25)
in the chair, the Committee
named Miss Mary H. Donlon, a
Dewey supporter, as his first aid,
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Coos Bay, which consists mainly
of survivors of other naval ships
or veterans of major naval en-
gagements, and all who have seen
action not once but many times
and who, while on this cruise,
have not had a liberty for one
full year, feel that we can do more
than fight and even give our lives
if necessary for our country. We
are willing to help pay the wage
increase from our meager pay that
money-hungry strikers are de-
manding if they will just continue
to produce the implements neces-
sary so that we can end this war.
We have seen war—and we
hate it.

"We have chosen you as our
agent or go-between to represent
us in our campaign to 'buy off'
the present strikers of the Wright
Aircraft Corporation with the
money we have collected from our
small crew: A total of 41,200 pen-
nies.

"Please implore them to end
their strike and accept our offer
to help pay their wage increase
which they feel is more important
than our lives.

"Ask them not to strike in the
future but, instead, to let the men
in the war zone know of their dis-
satisfaction and they will gladly
chip in each month to save them
from starvation so that they may
continue to produce arms for us
to defeat their enemy as well as
ours, and so that we may come
home soon to see the ones we love,
our sons and daughters whom
we have never seen and our wives
and mothers who haunt us with
memories day and night; also to
see our country for which we are
willing to die—yes—and to see
you strikers; do you want to see
us?"

"Out here we are close to our
'foreign' enemies and can properly
deal with them; our enemies at
home we cannot reach. Therefore,
in desperation, we can think of
nothing but to offer our money to
'buy' them back to work; this
money having been earned honest-
ly and in the belief that our ef-
forts were the salvation and pro-
tection of those who are striking
against us."

"The Crew of the
U. S. S. Coos Bay,"
"P. S. If the Wright strike is
over, just choose another. There
are always plenty at hand."

Money Forwarded
The money accompanying this
letter, all in United States paper
currency, has been forwarded to
the Secretary of the Navy, James
V. Forrestal. It comprised three
\$100 bills, five of \$20 denomina-
tion, one \$10 bill, and one \$2 bill.

"The U. A. W.-C. I. O. today
faces one of the greatest crises in
its history. On the outcome of this
crisis will depend the possibilities
of our survival in the postwar pe-
riod. The test is this: Are the
members of our union and its
leaders willing to abide by the
democratic decisions and man-
dates of our constitution and con-
ventions?"

A walkout of 15,000 started at
the Wright plant June 5, after
seven Negroes were transferred

to a department which had been
operated by white workers.

Navy Secretary Forrestal, when
shown the contents of the letter
today, said "no comment."

Statement By Thomas
Mr. Thomas issued the following
statement at Washington:

"These men in the armed service
have been propagandized. Our in-
ternational office has done every-
thing it possibly can and will con-
tinue to do more to stop all such
strikes as the Wright strike. The
people of Cincinnati at least know
there was no wage issue involved.
It was an anti-Negro issue. And
they also know our international
union demanded that these people
go back to work. Our members re-
turned to work on our demands,
but about 600 nonunion people did
not return to work and were dis-
ciplined by the management.

Quite obviously we have no con-
trol over people who do not be-
long to our union. All the people
in the armed services can rest as-
sured that all the officers of the
U. A. W. will do everything they
possibly can to help those in the
armed services to bring the war
to a successful conclusion.

"Our organization did put up a
fight for additional pay for the
soldiers. We fought equally hard
to get the G. I. bill through Con-
gress, and we are also putting up
a fight for jobs when our service-
men return from whatever front
they are on."

Publishers Attacked
At Cincinnati Robert Spitz-
miller, President of Local 647,
U. A. W. (C. I. O.), dictated the
following statement to the Cincin-
nati Times-Star:

"Newspaper publishers of the
United States should accept this
letter as the fruits of their efforts
since the outbreak of the war to
create a deep feeling of antagonism
between labor and the armed
forces. Theirs must be a feeling
of great pride, as they see their

planned campaign blossom into
hatred and misunderstanding
among fellow men.
"No one knows better than the
newsmen that money was not the
consideration in this work stop-
page. The newspapers know that
unions, as labor, are fighting
against strikes. The C. I. O.
adopted an anti-strike pledge at its
last national convention and is
fighting to uphold this pledge, but
facts don't enter into the picture
in the minds of our propaganda
powers.

"If lies and misinformation are
the means to the end, then don't
let fourth estate principles stand
in the way. We of Local 647 sug-
gest that the Associated Press use
this money to print certificates of
merit to be distributed among their
members for the wonderful job
they are doing in sowing hatred,
intolerance, and misunderstanding
in the minds of Americans."

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"The hearing ear"

Written for The Christian Science Monitor

It is recorded in the Bible that one who was deaf was brought to Jesus for healing. Jesus took him aside, put his fingers into his ears, and said (Mark 7:34), "Ephphatha," which means, "be opened," and his hearing was restored. The compassion of the Christ, Truth, expressed by Jesus is still available to comfort and to heal. For the deaf and the dull of hearing, the divine demand is still, "Ephphatha."

The definition of "ears," as given in "Science and Health with Key to the Scriptures" by Mary Baker Eddy (p. 585), reads in part as follows: "Not organs of the so-called corporeal senses, but spiritual understanding." To acquire spiritual understanding, or a right understanding of God and of man's relation to Him, one must open thought to God and constantly listen for His voice.

As we pray for spiritual alertness, attentiveness, keenness of understanding, and acuteness of perception, we attune ourselves to God, the divine Mind, and become receptive to divine ideas. This destroys thoughts of fear, sensitiveness, apathy, or indifference. Ask yourself, Am I listening to such thoughts? If so, cast them out and replace them with a true prayer for spiritual qualities. If we desire to hear spiritually, we must replace material beliefs with spiritual facts. If the belief is that we cannot hear well, it should be replaced with the truth that because God hears, we hear.

All healings in Christian Science are brought about through the understanding of the illness of God, good. A mental process of denying the error and affirming the truth about God and man, however, may be required before one arrives at a place of understanding. As humility, consecration, honesty, and persistence in the truth are adhered to, the healing takes place. Frequently to affirm that one's hearing is good because it is from God, good, is helpful. To experience the peace and joy which come from listening to the good, true, and beautiful is the natural result of good hearing, or hearing good. Hearing is really thinking. For example, one can be in a quiet room and hear the tick of a clock if he really listens, but if his thought is elsewhere he will not hear the ticking.

Talking about people and dwelling on their defects or shortcomings are a waste of time and delay one's spiritual growth. Science and Health affirms (p. 89), "Spirit, God, is heard when the senses are silent." We do not have to strain our ears to hear God's voice. To reflect God is to hear His voice, and as we do this mentally, we shall

hear humanly all that we need to hear, for nothing essential to his welfare is kept from one who is close to God. This spiritual understanding brings continual unfoldment of good, for God is ever expressing Himself to man in ideas. Good hearing comes from good knowing, God-knowing, and is indestructible, eternal, and immutable.

Man's faculties are spiritual, and by affirming this fact often for ourselves and others we reverse the lie that says there is deafness. One believing himself to be deaf can deny this lie as he perceives his true nature as a child of God, and realizes that he is not material but spiritual; that his senses are spiritual, permanent, and intact. There is no obstruction, opposition, or interference to one's expression of Mind, God, and Mind's voice can be heard wherever man is. Distance has nothing to do with the transference of sound from God to His idea, man. Mrs. Eddy says (ibid., p. 213): "Sound is a mental impression made on mortal belief. The ear does not really hear. Divine Science reveals sound as communicated through the senses of Soul—through spiritual understanding."

To hear better, we must think better. To hear, we must listen. When we are obedient and willing to open our ears to hear, we shall hear, because God's voice is speaking to us always, unfolding the glories of heaven and earth. Let us listen for this voice. Let us be receptive to Truth. Let us be what we really are, at one with God. This is spiritual understanding. This is true hearing. Thus we realize the truth in Proverbs (Proverbs 2:12), "The hearing ear, and the seeing eye, the Lord hath made even both of them."

(In another column will be found a translation of this article into German.)

„Ein hörend Ohr“

Übersetzung des auf dieser Seite in englischer Sprache erscheinenden christlich-wissenschaftlichen Aufsatzes

Es ist in der Bibel berichtet, daß ein Tauber zur Heilung zu Jesus gebracht wurde. Jesus nahm ihn beiseite, legte ihm die Finger in die Ohren und sagte (Mark. 7, 34): „Ephphatha, das ist: Tue dich auf!“ und sein Gehör war wiederhergestellt. Das von Jesus ausgesprochene Erbarmen des Christus, der Wahrheit, steht immer noch zur Verfügung, zu trösten und zu heilen. Für die Tauben und die Schwerhörigen ist die göttliche Forderung immer noch: „Ephphatha!“

Ein Teil der Definition Mary Baker Eddys für „Ohren“ in „Wissenschaft und Gesundheit mit Schlüssel zur Heiligen Schrift“ (S. 585) lautet: „Nicht Organe der sogenannten körperlichen Sinne, sondern geistiges Verständnis.“ Um geistiges Verständnis oder das rechte Verständnis Gottes und der Beziehung des Menschen zu Ihm zu erlangen, muß man das Denken Gott öffnen und beständig auf Seine Stimme horchen.

Wenn wir um geistige Wachsamkeit, Aufmerksamkeit, scharfes Verständnis und scharfe Wahrnehmung bitten, bringen wir uns mit Gott, dem göttlichen Gemüt, in Übereinstimmung und werden für göttliche Ideen empfänglich. Dies zerstört Furcht-, Empfindlichkeits-, Teilnahmslosigkeits- und Gleichgültigkeitsgedanken. Frage dich: Horche ich auf solche Gedanken? Wenn ja, dann treibe sie aus und ersetze sie durch ein wahres Gebet um geistige Eigenschaften. Wenn wir geistig hören wollen, müssen wir materielle Annahmen durch geistige Tatsachen ersetzen. Den Glauben, daß wir nicht gut hören, sollten wir durch die Wahrheit, daß wir hören, weil Gott hört, ersetzen.

Alle Heilungen in der Christlichen Wissenschaft sind das Ergebnis des Verständnisses der Allheit Gottes, des Guten. Der mentale Vorgang des Verneinens des Irrtums und des Behauptens der Wahrheit über Gott und den Menschen kann jedoch nötig sein, ehe man das Verständnis erlangt. Wenn man an Demut, Hingebung und Ehrlichkeit festhält und in der Wahrheit beharrt, findet die Heilung statt. Oft behaupten, daß unser Gehör gut ist, weil es von Gott, dem Guten, ist, ist hilfreich. Den Frieden und die Freude erfahren, die vom Hören auf das Gute, das Wahre und das Schöne kommen, ist das natürliche Ergebnis guten Hörens oder des Hörens des Guten. Hören ist in Wirklichkeit Denken. Es kann einer z. B. in einem ruhigen Zimmer sein und das Ticken einer Uhr hören, wenn er darauf horcht; sind aber seine Gedanken sonstwo, so hört er das Ticken nicht.

Über Leute reden und sich über ihre Fehler oder Schwächen aufhalten, ist Zeitvergeudung und verzögert das geistige Wachstum. Wissenschaft und Gesundheit bestätigt (S. 89): „Den Geist, Gott, vernennen wir, wenn die Sinne schweigen.“ Wir brauchen unsere Ohren nicht anzustrengen, um Gottes Stimme zu hören. Gott widerspiegelt, heißt Seine Stimme hören, und wenn wir dies mental tun, werden wir menschlich alles hören, was wir zu hören brauchen. Denn nichts zu seinem Wohlergehen Wesentliches wird dem vorenthalten, der Gott nahe ist. Dieses geistige Verständnis bringt beständige Entfaltung des Guten; denn Gott drückt sich dem Menschen immer in Ideen aus. Gutes Gehör kommt von gutem Wissen, vom Erkennen Gottes, und ist unzerstörbar, ewig und unveränderlich.

Die Fähigkeiten des Menschen sind geistig, und durch häufiges Bestätigen dieser Tatsache für uns und für andere kehren wir die Lüge um, die behauptet, daß es Taubheit gebe. Wer glaubt, daß er taub sei, kann diese Lüge verneinen, indem er seine wahre Art als ein Kind Gottes wahrnimmt und erkennt, daß er nicht materiell, sondern geistig ist; daß seine Sinne geistig, dauernd und unverstört sind. Es gibt kein Hindernis, keinen Widerstand und keine Störung für unsern Ausdruck des Gemüts, Gottes, und die Stimme des Gemüts kann überall, wo der Mensch ist, gehört werden. Entfernung hat



THE "RUBENS VASE" OF CARVED AGATE

BEFORE HE DEPARTED for military service overseas, Captain Marvin Chauncey Ross wrote a fascinating exposition in "The Journal of the Walters Art Gallery." It is a saga solidly enveloped and thoroughly interlarded with scholarly substance. Paragraph upon paragraph, page upon page unfolds the tale of a superb gem carving,

famed in the world of collecting and connoisseurship as the "Rubens Vase."

This agate treasure is over seven inches high and it is captivating for sheer intrinsic beauty. It is a rare and coveted item and has for centuries been a source of fascination. But for how many centuries? That is one of the questions that Captain Ross answers with the cautious confidence that marks the scholar. He makes reply to those investigators who place it within the "Greco-Roman" period, and disproves with circumstantial evidence that it is an article of the Renaissance.

It was once in the possession of Peter Paul Rubens, an ardent antiquarian with a special enthusiasm for ancient carved gems. The Flemish master made a drawing and engraving of the vase. That engraving exists today and is in the Print Cabinet, Berlin. Rubens purchased the vase at the Foire St. Germain in Paris in 1619 for 2,000 gold scudi. Later it disappeared when Rubens tried to sell it abroad. It turned up again in 1823 at Fonthill Abbey in the collection of William Beckford. Now it has come finally to the Walters Art Gallery in Baltimore.

The Rubens Vase is carved of a single mass of agate, shading from a warm honey color to a milky white. It is enclosed in a handsome decoration consisting of acanthus leaves, heads of Pan (on the sides), and grapevines, tendrils, and bunches of fruit carved in high relief on the front. It is not shaped in the full round, but flattened. We see the broader view here. The bottom is also ornamented with a carved rosette.

Captain Ross investigated the origins of the vase on the basis of style of workmanship. He did not find the design consistent with the character of late Renaissance or Baroque handiwork, nor was the carving comparable with the glyptic workmanship of the early Renaissance. "On the Rubens Vase the vine scrolls are conceived in a sparse, uneven manner, with no attempt to balance the units of design in the fashion of first-century works, nor with the intricate interweaving of pattern that came, even in naturalistic decoration, a century or two later. Instead of this there is a thrusting energy and movement to the design that is typical of the art of the late fourth and early fifth centuries."

The Rubens Vase seems to have been made when the Roman tradition was ebbing and the Byzantine style emerging. There was apparently a revival, at the time, in gem carving, and mingled in the new style was the freshness of a new exertion and the backlog of a good sturdy tradition. The gem bears today the high polish that it may have possessed originally. It ranks amongst the finest of all gems.

HELEN MILDRED WALKER

DOROTHY ADLOW

As Haydn Listened to Beethoven

THE SALON of Prince Lichnowsky was crowded with amateurs, awaiting both a genius and a sensation. Chamber music was the attraction that brought connoisseurs and music lovers on Friday morning to the palace on the heights of the Alsterstrasse. The Viennese were a leisurely people to whom pleasure even then came before duty. Society was willing to get up early if a new quartet was to be heard, for nowhere else in the world was society so interested in music. Nobility led the way, in the guise of patrons or performers; even members of the Imperial family composed, openly or in secret.

Today a surprise has been announced. The young Rhenish musician, who has been living at the Prince's for some time and whose piano playing has astonished these pampered Viennese, is to introduce one of his own chamber music compositions for the first time. The story has gone around after rehearsals that he is as interesting in this sphere as he is as a virtuoso. It is with the three trios for piano, violin, and cello, to which he later would give the exciting title, Opus I, that the young musician dares announce himself in music to this audience and to posterity.

In his middle twenties, the pianist and improviser has become a creative artist, and since there were few public concerts, is to prove himself here for the first time, not only to society but to the masters themselves. What can be the preconceived opinions about this stranger from the Rhine? A third master is sitting there now, Haydn, whose opinion the whole world

awaits, for is he not the undisputed master of Viennese music and the young man's teacher as well? Here he sits, elegant in lace, jabot, and wig. His intelligent eyes seem rather those of a painter, and his expression shows the same constant friendliness which is reflected in many of his works.

The musicians begin to tune their instruments; Beethoven, probably with his back to the piano, seemingly unconcerned, strikes a chord or two. The cellist and violinist, whom we do not know by name—the Prince made his choice while they were very young—are adjusting the violin pegs and bending their heads slightly to listen to the pitch. The concert seats himself, turns toward them, nods his head, and starts the first bold ascending passage, quite similar to that in the first piano sonata.

As Haydn listened that morning to Beethoven's first chamber music, he may have seen his own reflection. Was there anyone in this group who failed to hear the teacher in the pupil? Haydn's influence, which is much stronger than Mozart's in Beethoven's early works, seems rooted in their respective characters; for, despite all differences, there is often a powerful resemblance, a peasant-like quality, which is foreign to Mozart. Precisely because they caused so little astonishment, the first two trios were received with enthusiastic applause, as was the pianist, who shone brilliantly in so many passages and embellishments.

The company heard the third trio with astonishment—From "Beethoven: Life of a Conqueror," by EMIL LUDWIG, (New York: Putnam.)

They Were Not Just Cows

NO ONE IN Caldermoor will ever understand how we got lost at Far-End, two miles from the cattle market, when we had started out for the playing-field at Clover Hill. No one will believe that we carried our hockey-stick, a formidable thing with a hard rubber ring attached to it and a pair of shinguards, when we took the humiliating detour away from the cows in Gibbet Lane.

But no one else seems to realize that they were not just cows. They were enormous beasts with bloodshot eyes and bristling horns and armor-plated flanks. Their nostrils belched fire. Their hoofs struck sparks from the pavement. The little boy who drove them was doubtless a wizard in disguise. How else could he so nonchalantly have dangled his thorn stick as he walked behind them?

Naturally, when one of these animals approached us, we leapt into the first doorway. It was that of Mrs. Crowther's shop. The bell clanged as we entered. The shopkeeper hopped like a sparrow from the houseplace, wiping her hands on her apron, for she had been swilling the floor, and said: "Good-morning, love. What can I do for you?" Desperately, we searched our mind. We had not a penny. We must ask for something she did not sell.

"Have you any sketch pads?" we inquired timidly. "Oh, no, love," she said softly. "You might try the Post Office. I did sell writing-paper once, but that's two years since. I couldn't make any brass at it."

We recall that we glanced, in a mild panic, round the little shop. We remember the way of the oaten cakes hung like dish-cloths from a reel overhead. We can still see the bright scales, the round brass weights, the biscuit tins, the boiled ham, the barrel of treacle. We felt downright dishonest, asking for something we knew was not for sale; but we must contrive somehow to gain a brief refuge from those beasts in Gibbet Lane.

We dallied on the threshold. "Lift the sneek," urged Mrs. Crowther, noting our hesitation. "It's been awkward since Whitsuntide. Happen it's the weather." She opened the door for us; and, as she did so, a brown and white monster lurched by, with a ferocious glance in our direction. "Ee, but thou'rt bonnie," cooed Mrs. Crowther, reaching her hand out to give the creature a pat. "I watch them every Saturday," she told us. "I'm right fond of cows."

We shuddered, but nothing happened to her. The brown and white hulk ambled away. We said: "Thank you, and we heard the door shut behind us. If Mrs. Crowther suspected our cowardice, she never revealed the fact. —Years later, she said: 'Thou wert always one for drawing, lass. I call to mind the way thou'd come of a Saturday, when I was keeping me shop in Gibbet Lane, and ask me for a sketching pad.' Then, for apparently no reason whatever, she added: 'Isaac Gibson had the grandest cows in Caldermoor.'"

Fortunately, she did not witness the remainder of our adventure. Outside her shop

On Guernsey

ALL ALONG the south coast, cliff after cliff stands forth in majestic beauty of outline, and in between lie little coves with fringes of snow-white sand, ended by clustered rocks of brown and yellow where brilliant seaweed clings as the tide recedes. Where the cove leads in among the hills often stands a ruined, round tower that in other days was on guard against the French, and just beyond, a little hamlet of whitewashed houses can usually be found under the trees.

To the right of the town, as you follow the coast around, a long and lofty point braves the Atlantic. About its feet, and above the slow heave of the green waters, bare rocks lift their seamed backs, and the white foam comes and goes. . . . It is a clear-cut bit of color that the great promontory makes against the intense blue of the sky and the green-blue water, a place made fit for dandies and dreamers by its stillness and beauty and solitude. . . . Beyond the cliff a lighthouse on a far rock, and then the crawl of the Atlantic. Along the north coast the fishers mostly live, in low, one-story houses, their floors a foot or two below the level of the road that passes between them and the sea, and in front of each there is always a screen of some thick-growing shrub to break the force of the wicked winds and the drift of the shifting sands. Here seaweed is spread out by the acre that by and by will be sold to the inland farmers as fertilizer. . . . While the south shore comes grandly to the water in noble cliffs, here the land is level for miles, and reaches out long reefs far into the sea. And here many forts and towers still tell of the days when war and battle came this way. —From "As It Is in England," by ALBERT B. OSBORNE. (New York: McBride.)

Bach Fugue

A cold chorale of raindrops falling in white flowers:
Anticipated note in the expected place,
Precise and cool as blossoms under vernal showers,
Changed but unchanging, with infinitely repeated change;

Or as the wavering flicker of small firelight disappearing and again returning, transformed but still the same,
As golden patterns fluttering across the arras of the night,
The shapes of shadow tremble on the edge of flame.

And now the firelight and evening rainfall weaving
Between the shadows and the flowers a lovely single song,
Sing the moment that is beautiful beyond believing,
Exquisite hour that is not long, that is not long.

FREDERICK EBRIGHT

we stood stock-still, wondering what to do next. The Gibson herd had proceeded toward the middle of the town. At Northgate they would cross a bridge over the railway, then climb a steep bank to Bramble-Shaw. All for the moment was peaceful; but, as we stood there, came the clatter of hoofs anew. Four abreast, the animals advanced, at what seemed to us a mad rush. We went forward a few yards. We saw no side street, no passage. Only the wall of a cricket field on our right. We could climb it. The nicks were wide enough, even for the thick boots in which we played hockey. We could do it, and still hang onto our precious stick. At that moment, however, a plump figure in gray came toward us. The teacher who had labored to impart our skeleton French.

She bade us good-morning in that language. We struggled to reply. The heavy herd rolled up behind us. We dared not turn our head. The teacher proceeded to instruct us. "La vache," she declared. "Now say to me: 'Here is a cow.' " We could not speak. "Voici une vache," she said impatiently, and the creature to which she had referred leered horribly as it lurched past us and along the road.

"Here are some cows," the cool voice continued. "Voici—come, come; you know as well as I do." But we could see the smoke and flame in the nostrils, the horns as big as oak trees. We took to our heels and ran. Down the first passage we came to, through an alley and over a stile, into another alley. At last we were safe, but we were also lost.

The district was strange to us. The houses were ugly, narrow and black in a row. Some doorsteps were scoured clean and yellow. Others were neglected. Beneath a swinging sign which read, "The Mouldy Cheese," a woman in a torn skirt and a woolsey apron polished a brass knob.

"Shaming me neighbors," she explained to a chimney-sweep who had said to her, in passing: "Thou'rt right through today." A warm note in her voice gave us courage to inquire our way. Could she tell us a short cut to Clover Hill?

"I don't rightly know," she answered. "What is it near?" "Near the moor," we said. "Oh, ay, that way," she pointed; "there's steps thou can go down and through a wood."

We thanked her and moved on. She called after us: "What's that for, eh?" She indicated our stick.

"For hockey. We play hockey at Clover Hill."

"Well, I never! I should think that's a game for lads." And she returned to her polishing.

We found the steps, narrow and worn thin in the middle, leading to a small wood of oak and beech trees. Sternly we told ourselves: "Cows are gentle. Cows are, in fact, timid. You should like cows." Still we saw fiery nostrils, lowered heads, enormous horns. No one in Caldermoor will believe us when we say they were not just cows.

PEARL STRACHAN

"For the acceptance of our warfare are not carnal, but mighty through God, to the pulling down of strong holds."

II CORINTHIANS 10:4

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U. S. \$5,000,000 for Paraguayan Road Backfires to Aid Argentina

Highway Stopped Midway On Planned Route to Brazil

Results of Good Neighbor spending so far have been to tie Paraguay closer to Argentina—Link speeds Paraguayan trade and provides luxurious jaunt to resort towns—End of construction a mystery.

A frequent preoccupation of Western Hemisphere diplomats outside Argentina is to find ways for reducing that country's natural grip over its smaller neighbors. The Argentine attitude is that Paraguay in particular, and Uruguay and Bolivia as well to lesser degrees, are in effect provinces of Argentina. These nominally independent countries pursue foreign policies aimed at balancing one of their large neighbors—Argentina, against the other—Brazil. The United States enters the picture through grants of Good Neighbor loans, and through diplomatic influence. The following article is a firsthand report on one dramatic incident of this current history in the cockpit of South America.

Uncensored South America

Sixteenth Article in a Series

By Roland Hall Sharp

Staff Correspondent on Latin-American Affairs for The Christian Science Monitor

WRITTEN AS FROM ASUNCION, Paraguay—Running straight and smooth out of this river-bank capital of South America's most homogeneous and "rightliest" country is a new highway originally intended to link Paraguay with Brazil.

The road ended halfway to its goal. North American diplomats who wanted to draw Paraguay away from a too absorptive Argentina have been disappointed.

So far the net results of \$5,000,000 in Good Neighbor spending by the United States on this road have been:

1. To tie Paraguay closer to Argentina.
2. To speed some internal Paraguayan commerce.
3. To provide a luxurious jaunt for Paraguay's elite to resort towns—when they can get gasoline for their cars.

Oxgangs with their cutting wheels are supposed to keep off. Sometimes they leave their rutted dirt tracks for a bit of easier rolling on the hard surface.

Purpose of Road

The route begins in Asunción and was intended to cut through rough country to banks of the swift and deep Paraná River opposite Brazil's Iguaçu region.

It is made spectacular on the Brazilian terminus by Iguaçu Waterfalls. The whole Iguaçu River spreads in a shallow lake and then slides off into a resounding gorge. There are 275 distinct cataracts foaming between panels of tropical foliage along a broken and terraced rim nearly two miles long. The drop is 50 feet higher than Niagara's.

To reach Brazil at Iguaçu today, Paraguayans may fly to the town of Foz de Iguaçu.

On land they have two alternatives. They may go from Asunción by rail, or the new highway, as far as Villarrica in Paraguay. The train carries through to Encarnación on the Paraná. A train ferry crosses to Posadas in Argentina.

Iguaçu is then reached in river steamers flying the flags of Argentina or Brazil. Some Paraguayans make the trip up-river from Encarnación in small boats flying their own national ensign.

It is a long way around—and note that it either touches or passes through Argentina. Wherever Paraguay turns, this interior country finds itself dependent on neighbors for the breath of export transportation.

Important River

The Paraguay River, after coursing languidly through the center of the country of its name from north to south, ends in the Rio de la Plata at Buenos Aires.

Upstream, the Paraguay reaches a Brazilian headland at Porto Esperanza. The railway can carry Paraguayan produce eastward into Brazil. Eventually, when this same railway is completed across the new bridge (pictured June 15) to join Bolivia's rail network, Paraguay will have a western outlet independent of Argentina.

The Paraná River parallels the Paraguay as well as the distant Atlantic Coast. More than two thirds of Paraguay's river frontage along the Paraná faces Argentina. The scant northern third looks across at Brazil.

For many years Paraguay has been able to send limited amounts of produce up the Paraná to Brazil. But this river is not only strong and creased by difficult currents; it leads to the massive falls of Guayrá.

Passengers or freight must be taken around the "Seven Carcasses" by rail from Porto Mendes to Porto Guayrá. There, in normal times, the journey is continued northward in large and luxurious Brazilian steamers to Porto Tibérica and the railroad of Presidente Epitacio. This ties quickly into Brazil's heaviest concentration of railways as it radiates fanwise from São Paulo and Rio de Janeiro.

Aim of Estigarribia

The aim of former President Estigarribia and of his Good Neighbor colleagues in Washington was to short-circuit at least one of Argentina's power lines into Paraguay, and balance it with a new Brazilian connection.

Fortified by credits of \$3,000,000, President Estigarribia and a corps of United States engineers went to work. The blueprints called for a wide new highway from Asunción through the small town of Coronel Oviedo and on to the Paraguayan port of Tacurupecú.

Work on the road was carried forward by his successor, President Morinigo. But a variety of circumstances gradually pinched off the original objective and reversed its effects.

Exactly who decided to give up the main project is not made known. North American engineers are said to have found the going hard and expensive in the last part of the proposed route.

The first \$3,000,000 had been spent, and another \$3,000,000 was authorized. But instead of using this money to complete the road, Paraguay and its collaborators from Washington yielded to the opposition.

Politicians of Villarrica, the largest city between Asunción and Encarnación, had objected all along to being left off the line of march. They prevailed in the crumbling of President Estigarribia's dream. The paving was cut short at Coronel Oviedo and swung south into Villarrica.

By September, 1942, work had been completed on the curtailed road to its present terminus at Villarrica.

I made the motor trip this time all the way. As we turned from the eastward-reaching route it became obvious that Argentina, among foreign powers, alone had gained from this expenditure of United States millions.

Use of Funds

The fact is driven home even harder by uses to which the remaining parts of the second \$3,000,000 are now being put. Feeder roads command \$8,000,000. These draw the Paraguayan countryside and its produce into the Asunción-Villarrica highway.

At both ends, this paved thoroughfare funnels Paraguay into Argentina. The regular train service from Villarrica speeds to Buenos Aires in two days. Fine river transport on Argentine ships makes the run from Asunción in four days to the Argentine Capital.

The other \$1,000,000 is being devoted to development of Paraguayan industries.

To clinch the advantage with initiative from its own side, Argentina is rushing to completion a motor highway that will tap Paraguay again at Clorinda, just across the river from Asunción.

Meanwhile, Brazil glimmers in the distance as seen from Paraguay's capital. Argentine influence in diplomacy is again dominant with the willing compliance of young Paraguayan Army officers who like the fascist leadership being supplied by Buenos Aires.

Contrast in Visits

What a contrast with my visit to Asunción early in 1942, when pictures of President Vargas of Brazil adorned every public plaza in memory of his state visit to President Morinigo! Then, too, United States diplomacy rode high in the mellow afterglow of the Rio de Janeiro consultations where Paraguay had broken with the Axis.

As if to symbolize this residuum of fascist and anti-United States feeling in Paraguay, there is an interesting range of hills in view from the new highway. There, in the Colonia Independencia, live some 12,000 Germans, mostly Nazis.

They came, 4,000 families of them, from Germany, Austria, German East Africa, and Tanganyika after the last war. Although their hillside vineyards prosper, they longed to return home. Hitler promised them they would be back in Africa by Christmas of 1941.

While I was in Paraguay this time a trial was being held in Villarrica of a German from the colony who was accused of killing the leader of the Free Austria Club.

So, even in these remote parts, the world struggle goes on between fascism and democracy, oppressive violence and human rights. The battle is far from won by forces of right-thinking in this cockpit of the southern continent.

Taylor Leads in Race For Idaho Senatorship

BOISE, Idaho, June 22 (AP)—Glen H. Taylor of Pocatello, former radio singer, held a margin of 220 votes over incumbent D. Worth Clark for Democratic nomination for United States Senator as complete returns from Idaho's June 13 primary election were tabulated yesterday.

Reports from all 845 precincts—including official returns from 548—gave Mr. Taylor 10,733 votes to 10,513 for Mr. Clark.

The State Canvassing Board meets Saturday, June 24, to tabulate official reports. Gov. C. A. Pottolfsen is the Republican nominee.

Such moves by two of the Ad-

ministration's staunchest supporters is symptomatic of the impatience felt at the United States' present policy of placating those who have over and over again boasted of their hatred not only for democracy but also for most of the things for which the United States stands. The advocates of a stronger policy against Fascism outside the Axis as well as within argue that it is ridiculous to slap Hitler with one hand while caressing Franco with the other.

Example in Finland

These advocates of a revised American policy toward the non-belligerent pro-Fascist countries of Europe and the Americas hope the action on Finland points in that direction.

It must be admitted, however, that there is no very great evidence that the State Department expulsion of Mr. Procopio was anything more than an isolated action made in special circumstances. So far as can be gathered, three possible explanations lie behind the action. They are:

1. A wish to serve one last notice on Finland that the United States could not interfere to save it from defeat at Russian hands and that Finland should seek an armistice with Moscow as quickly as possible.

2. A desire to avoid the embarrassment of having a Finnish Minister in Washington when Finland does collapse.

3. The hope that this action will influence other German satellites, such as Romania, Bulgaria and Hungary.

This does not mean that Mr. Procopio was not guilty of the charges brought against him. But it does mean that whereas Washington refused to use these charges—and they could have been made anytime during the past three years—earlier, it decided that this country's continued recognition of Finland was so potentially dangerous to American relations with the Soviet Union that something had to be done.

How About Franco?

It will be recalled that a few days ago Representative John Coffee (D) of Washington introduced a resolution into the House of Representatives calling on the President to break off diplomatic relations with the "Nazi-Fascist" Government of Gen. Francisco Franco in Spain and to send arms and ammunition to the "Republican guerrilla armies."

This has been followed by a demand from Representative Emanuel Celler (D) of New York, that the President immediately recall Carlton J. H. Hayes, the United States Ambassador to Spain, calling Ambassador Hayes pro-Franco. Mr. Celler charged he had refused to co-operate with the War Refugee Board in saving the persecuted people of Europe.

Such moves by two of the Ad-



Iguaçu Waterfalls at Terminus of Unfinished Paraguay-Brazil Highway

At the three-cornered junction of Brazil, Paraguay, and Argentina, the Iguaçu River falls 210 feet before it enters the Paraná. The falls are 50 feet higher than Niagara. There are 275 distinct cataracts of great variety, separated by panels of jungle where parrots fly in flocks. The rim of the gorge is nearly two miles long. Only a small part of the falls is shown above. When Mr. Sharp was there this trip he camped out, as shown in the lower photograph. The small tourist hotel on the Argentine side provided a station wagon to take him a few miles away to the border of uncut jungle. The old wicker chair and table came from the hotel. For three days and nights Mr. Sharp camped alone in the jungle to "get the feel of it." The campsite was cut out by machete between four large trees. Wild monkeys and a black panther in the distance were the only animals seen. Birds were numerous, including toucans with bills half as long as the whole bird. Mr. Sharp's hammock is inside the mosquito tent at left. The river above the falls is about 200 feet from camp.

Demand Rises for U. S. Rift With Nations Helping Axis

STOCKHOLM, June 22 (AP)—The Swedish newspaper Aftonbladet said today that the Russians have offered to cease war against Finland if the Finns accept the borders that were settled upon in 1940 and give the Red Army temporary freedom of movement through Finland, certain airfields, and bases on the Åland Islands on a temporary basis.

By Joseph G. Harrison
Staff Correspondent of The Christian Science Monitor

WASHINGTON, June 22—Does Washington's action in expelling the Finnish Minister, Hjalmar Procopio, foreshadow a stronger policy against other nations which are hampering the Allied war effort?

Having gotten over its surprise at the State Department's Finnish step—and it did catch many persons here unawares—Washington is asking if it bodes a more courageous stand in regard to such antedemocratic regimes as those in Spain, Argentina, and some other of the South American countries.

There is a noticeably increasing impatience here with the Administration's stock answer that it is impossible to adopt a more forthright position toward these countries because their "neutrality" is necessary to the Allied war program. With the defeat of the Axis now foreshadowed beyond any doubt, the question no longer accepts the argument that if "we aren't careful we may drive these openly Fascist regimes into the Axis camp."

It is now evident that the Administration will be faced during the coming weeks and months with a growing demand both within and without Congress to adopt a stiffer attitude toward the handful of countries which have aided Germany in the past or have aped Nazi and Fascist methods at home while giving lip service to democracy and Pan-American co-operation.

Accord in Normandy

NEW YORK, June 22 — There is "complete agreement" between François Coulet, the French Regional Commissioner in Normandy, and Gen. Charles de Gaulle, and the Allied authorities, the London Radio said, quoting a British correspondent in Normandy.

"M. Coulet has taken up the duties to which he has been assigned by the Provisional Government of Algiers. Close collaboration exists between M. Coulet and the military authorities, with the service of civil affairs of the Allied armies, which also functions at Bayeux, acting as an intermediary," the radiocast said.

WPB Permits Boost In Ironware Output

WASHINGTON, June 22 (AP)—The War Production Board yesterday authorized increased use of iron and steel in the manufacture of galvanized ware for civilians. WPB also removed restrictions on the types of iron and steel that may be used.

Increases range from 7 1/2 to 25 per cent over previous allotments. Eight classes of galvanized ware now may be made for civilians. They include garbage cans, pails and buckets, washbasins, storage cans for petroleum, fire shovels, funnels, and coal scuttles.

In making any of these items, manufacturers may use as much iron and steel as they did in the year ending June 30, 1941. Authorizations to exceed quotas may be granted to fill orders for export or for the national housing agency.

Senate Passes War-Contract Payment Bill

WASHINGTON, June 22 (AP)—Legislation setting up machinery for the termination of approximately \$200,000,000 in war contracts was approved yesterday by the Senate.

The measure, first major legislation dealing with demobilization to reach a vote in Congress, now goes to the House where speedy acceptance is expected.

Drawn up as a compromise by Senate and House conferees, the bill provides that if war contractors can agree with a Government contracting agency on the amount of a settlement, their agreement will be final. If he is not satisfied, the contractor can appeal to an appeals board and beyond that to the Court of Claims.

When the General Accounting Office suspects fraud, it can ask the Justice Department to take action. A claimant would be penalized 25 per cent of the amount sought, if his claim turns out to be fraudulent.

During the process of making adjustments, the contractor would be eligible for advances or partial payments of his claims.

The bill was backed by the Army and Navy, but opposed by some labor spokesmen who expressed fear that there would not be adequate consideration of what they termed the "human element" in demobilization unless much broader legislation was enacted now.

Senator James E. Murray (D) of Montana, chairman of the Senate conferees, termed the bill a good one providing a "speedy method" by which the contractor can get his money out of a contract. At the same time, Senator Murray said, it protects the Government against fraud.



Mr. Sharp in hammock in jungle.

Mr. Roosevelt used 10 pens to sign the bulky bill, tapping each on his blotter and handing it over his shoulder to Members of Congress who witnessed the signature.

Designated the "G. I. Bill of Rights" by the American Legion and other sponsors, the measure signed today covers generally both men and women who have served 90 days or more "in the active military or naval forces on or after Sept. 16, 1940, (date of the draft law's enactment) and prior to the termination of hostilities in the present war" and who have been released from service "under conditions other than dishonorable."

The measure includes a provision that whatever benefits the veterans receive under the "G. I." bill will be deducted from any adjusted compensation or bonus which may be voted.

Principal Benefits

1. A flat weekly \$20 unemployment payment.
2. A minimum of a year's education for veterans whose schooling was interrupted by the war, with the Government paying up to \$500 in annual tuition and other fees in addition to \$50 monthly subsistence, plus \$25 for dependents.

3. Government guaranteed loans by private and public lending agencies at not more than 4 per cent interest, repayable in 20 years.

4. Creation of a job-finding agency within the United States Employment Service, with the Director of the Veterans Administration as Chairman.

5. Authority for the Veterans Administration to spend \$500,000,000 in construction of hospital facilities to provide for the care of returning service people.

Algiers Reshuffle?

ALGIERS, Algeria, June 22 (Reuters) — Unconfirmed reports of a possible reshuffle of the Algiers Government were circulating in official circles here.

They were based on stories that André Létourneur, Commissioner delegate for liberated territories might resign.

Another unconfirmed report said Maj. Geoffrey de Courcel, a member of Gen. Charles de Gaulle's private Cabinet, will be appointed Regional Commissioner of the Republic.

Paquis Given Job

LONDON, June 22 (Reuters)—Jean Paquis, Paris radio commentator, has been appointed chief of the political section of Joseph Darmand's militia troops, according to the German DNB news agency.

"This section will deal with all problems which do not affect the military field," the announcer added.

Allies Cement Tie to French Underground

Network of patriot units found well organized and in constant touch with High Command

NEW YORK, June 21—Sabotage carried out by the "French forces of the interior" is effectively paralyzing the strategic movements of German vehicles which are sent to reinforce the Germans in Normandy, the British Radio said in a round-up of sabotage actions, based "on the latest news received from France."

By Egon Kaskel
Written for The Christian Science Monitor

How closely knit are the French Underground forces which, according to recent dispatches, have begun the task of overthrowing Vichy's police and administrative powers?

The French Underground organization probably is more fluid than Fighting French sources care to admit. However, the general picture shows well-organized and efficient guerrilla and sabotage groups, controlled by the National Council of Resistance and directed by a general staff in constant communication with the Allied High Command.

The supreme chief of this General Staff reportedly is a former general in the French Regular Army.

Movements United

Early in 1943, the main Underground groups, "Combat, Libération and Franc-tireurs" formed the "Mouvements Unis de la Résistance" (MUR) which, some time later, was to include other independent Underground groups and which changed its name to "Mouvement de Libération Nationale."

This "Mouvement" can be considered as the de Gaulle Underground proper, while other organizations, especially the Communist resistance groups, will recognize Gen. Charles de Gaulle as leader in the fight for France's liberation, but are much more independent in regard to the political decisions of the Algiers Committee.

Communist influence in the French resistance is strong, not because the majority of the French who oppose the Nazis and Vichy have turned Communist, but because Communist Partisans have been particularly numerous among the guerrilla bands who carry out daring raids against the German military installations in France. The first French guerrilla organization, Franc-tireurs et Partisans, was a communist unit and part of the Communist National Front of Liberation.

Today, however, especially since the German occupation of the formerly "free zone" of France, the Franc-tireurs et Partisans have ceased to be Communist Party groups. Many non-Communists, especially commissioned officers of the disbanded French armistice army, have joined the maquisards (men who hold the mountains in central, eastern and southern France).

Nonparty Organization

These new underground recruits have greatly changed the character of the guerrilla groups. They have become nonparty organizations, led by military chiefs of different political denominations and closely collaborating with the Allied High Command. The Fighting French admit that, until some time ago at least, an independent Underground organization, mostly comprising army officers, operated inside France. This group Organization de Résistance dans l'Armée (Army Resistance), was, according to one of its members, "born in the discussions of a group of army officers, who, consulting with the outstanding military men of the land, received from them not only approval but the broad outlines of a strategy."

Army Group

The Army Resistance has never been numerous and has no popular backing like the other resistance groups. Yet as its members comprised men in military and administrative key positions, their information and their activity have been of considerable value to the Allied cause. It may be this anti-de Gaulle or—at least—de Gaulle resistance organization that some Allied leaders had in thought when they hinted at the existence of an "independent" Underground.

The Fighting French declare that a short time ago, the Army Resistance gave up its independent status and merged with other resistance groups to fight the Nazis under the leadership of the joint Underground General Staff.

There may be numerous local resistance organizations inside France which are only nominally linked with the main resistance body. Actually, the entire French people are "resisting" although only part of them have joined the organized Underground.

Fiction—Puzzles—
Mail—Crafts

For Young People

Let Us Help You
With Your Hobbies

A Thursday Page

Whoa Matilda!

By Janet Lambert

Author of "Dreams of Glory," "Glory Be!," etc.

Chapter Ten

It was Leigh who provided the next sensation, some weeks later. Candy had noticed that Leigh seemed to be very much occupied with something that took her away from home a good deal but she asked no questions.

"Jane was in on the secret. One afternoon when she and Leigh were in the car alone, having dropped Marcia off at her hotel, Jane inquired, 'Why don't you tell your mother and Candy what you're doing, Leigh?'"

"Because I don't ever know whether I'll stick at anything. You'll stick," Jane nodded confidently. "Tell me, is Avis happy to be here with Ray?"

"Thrilled. I got her a job in an office, and she gets home at five and fixes Ray's dinner. He comes in almost every evening."

"Is the baby cute?"

"Which one?" Leigh asked with a grin. "I've got three."

"Leigh, you haven't!"

"Sure. Their mothers pay a dollar a week and that about feeds them, and I've got a soldier's wife to help me take care of them. She's good. That's why I could get off this morning."

"Where do you keep them?"

"At Avis's. They go home about five o'clock, and she wants to do it."

"I think you're wonderful," Jane drove slowly while she looked at Leigh. "And you baby-sit at night so soldiers can take their wives out, don't you?" she said, rather than asked.

"Could I help you, Leigh?" Jane stopped the car before a small brown cottage and laid her arm across the back of the seat. "You're denying yourself to pay the soldier's wife to help you, and I have so much money."

"No, this is my show. Up to now I've hated war work, the kind you and Marcia do. The very sight of a uniform made me sick. For Christ I kept away from them for awhile and wrote him droopy letters and told him how miserable I was. I guess I piled it on him, poor boy. And then I thought, oh well, what's the use? So I went out and pretended I was having a good time."

"And you weren't?"

"No. But I do enjoy the soldiers who come to the house."

"They enjoy it too, and perhaps we should have them often than just on Sunday. What about on Saturday night, too?"

"Heavens, no!" Leigh laughed and swung open the door. "That's my baby-sitting night. Don't you know every soldier wants to take his gal out on Saturday night?" She slid out on the walk and leaned in to say,

"Last week, Avis and Ray and I had eight babies stacked around on beds. It's Avis's turn to go out this week and another couple is coming to help. If I can last this out, I'll get some time off, too, but not every Saturday night."

Letting a Secret Out

Jane decided to urge Leigh to let Marcia and Candy know about her work. So one evening, a couple of weeks later, while they were all sitting around waiting for dinner to be announced, she looked at Leigh and said suddenly,

"You may as well tell them what you are doing, or I will."

"It's just that I'm running a sort of nursery for soldiers' children," she said with an embarrassed glare at Jane.

"I've got a house, and women leave their babies there when they go to work and pick 'em up at night. Ray and his wife live there."

"Ray's wife?"

"I got her a job here; and we have another soldier's wife who helps us, and we take care of babies at night when their parents want to go out. And, oh Jane, she called across the room, 'One of the stores gave us three more cribs today.'"

"Leigh," Candy exclaimed with a hug. "I think you're wonderful. May I come and see everything and stay with the babies some night?"

"Heavens, yes. You can stay every night if you want to."

Candy had not recovered from her surprise about Leigh when, soon after dinner, Barton dropped in. As it turned out, he had a surprise, too.

"Barton's News"

"What would you say," he asked, "if I were to tell you that I may make a trip to Miami?"

"What?"

"I've been recommended for Officers' Candidate School."

"No," Candy rose to her knees and stared at him. "You don't mean it!"

"Yep. My company commander called me in and talked to me, and now the recommendation has gone to the Colonel."

"I'm stunned," Candy sank back again. "Why, you're just nineteen."

"The Air Corps likes to catch its pilots young. I'll be twenty before I'm ready to fight."

"And you'll have to leave here. When, Barton?"

"It all depends. If things move along pretty fast I can make the March class; but I'm afraid I'll have to wait for the one in June."

"I love you, do. I guess that sounds kind of selfish doesn't it?" she said.

"Well, I feel that way about it too. He clasped his hands behind his head. "I don't want to leave here, Candy, but I've got to get ahead."

Candy thought about that during the next two weeks. Every time Barton telephoned and said "no news yet," his chances for being accepted into the March class were lessened and her spirits lifted. It was with a thankful sigh that she tore the February page from the calendar and watched grass turn green and flowers burst into bloom. And then she began to wonder. They both began to wonder. "What if the Colonel shouldn't sign the recommendation?" Barton groaned. This new problem grew as the weeks went by and they wasted precious gas driving about the country in Matilda while they talked about it.

"I've just got to have it, Candy," Barton said. "I've just got to. It's my whole future."

"You'll get it. I feel you're going to get it and I know we're silly to fret ourselves into such a state because I asked Colonel May, who's a friend of Marcia's, and he said these things take time."

And then one day Barton telephoned to say the order had come. "It's okay, Candy," he shouted. "I've got it! And I'm to report in June."

Candy hung up the receiver in a wild burst of excitement and, since no one was at home to hear her glad tidings, went to work off her energy on Matilda.

Good-by Matilda

A couple of weeks later, Barton came for his farewell visit, for he had to report at Officers' Candidate School on the first of June, and the Kanes and Leigh were leaving Georgia, to spend the summer at their home in Connecticut.

"Let's go for a ride in Matilda," proposed Candy.

"Why, how can you?" inquired Leigh, but Candy and Barton were already running around to the garage. They squeezed into Matilda's stall and Barton opened her door.

"Do you want to drive," he asked, "or shall I?"

"You may," Candy got in and adjusted the springs before she sat down. Barton slammed the door, shaking his head sadly when Matilda failed to let out her old heart-warming scream, and ran around to the other side, stepped on the running board and swung himself under the wheel.

"Where do you want to go?" he asked.

"How about the way we went?"

The Story Starts Here

Candy Kane, a high school senior, and her sister, Leigh Mathews, wife of a young lieutenant, were living with Jane Morton and her year-old baby Cammy, in Wynton, Georgia, while the men of the three families were in the European theater of war. Mrs. Kane went around like a small boat without a rudder, but Jane was self-contained and patient. Candy, with her energy and resourcefulness, insisted on keeping up the morale of the household. Her prize possession was Matilda, an ancient car she had bought from her friend Private Barton Reed, of Fort Benning.

for the Christmas tree? It would be pretty out there in the moonlight.

"Okay, that's where we'll go."

Barton turned on the headlights, then switched on the starter, and Matilda's motor let out a roar. Candy sank down into the seat with a sigh of content. "I love the wind in my hair," she said.

"Yeah, and it's a beautiful night. He looked up at the roof where the sky and stars should have been and carefully turned Matilda's wheels that rested on wooden blocks and were two feet off the ground. Matilda had been put to bed for the summer."

"This is the cheapest ride we ever took," he grinned, "and your family thinks we're nuts."

"It doesn't matter, if we're enjoying it. And after all, it's being in Matilda that we like, not looking at a lot of scenery."

They were silent a moment while Matilda chugged away, her racket resounding against the walls. Then Candy leaned over and shouted, "Slow down a little. I want to ask you something."

"Shall we park?"

"I guess we could talk a little better with the motor off."

The silence was sudden when Matilda quit exerting herself and Candy was caught yelling, "I wanted to ask you..." then she

lowered her voice and said, "I wanted to ask you about the bonds. I have them all, you know."

"You'd better keep them until I come up in September."

"You'll really come?"

"Gee whizz, of course, I'll come."

After Barton had gone, Candy went back to the garage and into Matilda's quiet stall. She opened the door, slid under the wheel, and sat there in quiet thought.

"Candy?" her mother called. "Are you still down there?"

"Yes, I'm here."

"Well, come up, darling. It seems we can't get on at all without you."

"I'm coming, Marcia." But still she sat quite quiet, her hands gripping Matilda's hard round wheel.

"Candy," her mother called again plaintively. "Can't you come now? We need you awfully."

She laid her forehead on the wheel and closed her eyes for a moment. "Good-by, Matilda," she whispered. Then with a little sigh she slid out onto the dry hard ground.

"All right, Marcia," she shouted. "Hold everything. I'm coming."

(The End)

Slowly the head rose higher

Son of the Walrus King

By Harold McCracken

Author of "The Biggest Bear on Earth" and "The Last of the Sea Otters," etc.

Illustrated by Lynn Reque Hunt

Foreword

The walrus lives a strange life, amid surroundings which seem to be the most severe and unpleasant that any animal ever chose for a home. Not content to spend practically all of his time in the sea, he selected that part of it which is always bitter cold, cluttered with floating ice, and continually thrashed by winds in summer or swept by blizzards throughout the rest of the year.

Nearly every other animal that lives in the Arctic, the Arctic sea or the jungle, has some retreat from the elements of Nature when they become too intense. But not the walrus. No matter how rough and tough it gets, he appears to enjoy it.

No other animal is blessed with less beauty or grace. In fact, the walrus seems to be a sort of Rip Van Winkle of the animal kingdom—who had gone to sleep in the dim distant prehistoric past, and disappeared from the earth.

The Eskimos call him "Aivik"—and he provides their primitive existence with more than all the other animals put together. His flesh is food for them; his fat supplies oil for cooking, heating and lighting; from his hide they make boats, tents, harpoon lines and many other very necessary articles for their home and outdoor life; and from his tusks they make weapons for hunting and warfare, artificial lures for catching fish, snow goggles to protect their eyes from snow blindness, toys for the children to play with, and dozens of other articles of useful importance or to sell to traders.

Strange, ungainly and unattractive though they are, there is much to be admired about the walrus. No other animal has a greater devotion for his baby, or will make greater personal sacrifice for its protection. They are good-natured; fearless of danger; and though constantly preyed upon by enemies, from which they have difficulty in protecting themselves, their greatest desire seems to be to live at peace with all their neighbors.

And so, while reading this little story, I hope that the reader will be lenient toward Aivik. Although he may appear awkward, homely and at times even a bit less wise than some of his unfriendly neighbors, I trust that you may grow to like him, as I have. This serial is a shortened version of the complete story of Aivik which will be published as a book, under the same title—"Son of the Walrus King"—next fall.

Harold McCracken

Chapter One

His baby bed was an iceberg, rocked by a blustering spring blizzard which a mad north wind swept down across the polar wastes. The falling snow formed a thick curtain all around, which the wind whipped about through the cold gray dawn in sweeping strokes and swirls; and the frozen sea spray was constantly dashed high over the little island of ice where he lay.

Above the whine of the wind: the swish and scratch of sleet and snow against the ice; and the slap and splash of bursting waves, rose the ceaseless thunder and crack of the great hulks of winter ice being pounded and ground against each other.

It was not a very pleasant or friendly place in which to be born, even for a baby walrus.

Mama Aivik cuddled him tightly against her ponderous, warm body... between her great front legs and sprawling flippers which formed a shelter from the wind, spray and snow... and he stared out into the storm with round, popping eyes.

Little Aivik was not blessed with grace or beauty. He was probably the homeliest baby in all the animal kingdom. Still others, with high promontories which caught the blast of the windlike sails, drifted into sight through the dense curtain of snow; forcing their way through the fields of broken ice and slush, to bump solidly against the big flat pan; swing it slowly around; then free from this impediment, drift off to be lost again in the shroud of driven snow.

Mama Aivik's eyesight was none too good at best. The snow limited her range of vision to little more than the length of her own iceberg. Her hearing was no better than her eyesight. She practically had no ears at all... only tiny holes in the side of her head which closed up tight when she swam under water. Her sense of smell was particularly keen, although even this could warn her of approaching danger only from the direction from which the wind was blowing.

Little Aivik became restless. Something seemed to tell him that it was meal time. He rooted his blunt little muzzle around until he found the source of his mother's warm milk, then grunted contentedly as he enjoyed it.

Mama Aivik's body stiffened and her head raised alertly, as she stared toward the edge of ice. A shiny dark head had appeared amid the mass of floating slush right in front of them. It was a round, sleek head, brown in color and with big round glassy eyes that peered inquisitively at the old walrus and her baby.

Slowly the head rose higher out of the slush and water; slowly it moved up to the edge of the iceberg; and then putting both flippers on the edge of the solid ice, it rose even higher to continue staring at them. Around its glistening brown neck was a broad band of bright yellow and the top parts of other similar yellow bands which circled its front legs at the shoulders could also be seen.

(To be continued next Thursday)

WPB 'Dream Sheet' to Guide Civilian-Goods Production

By Neal Stanford

Staff Correspondent of The Christian Science Monitor

WASHINGTON, June 22—It won't be for lack of charts and tables, lists and graphs, that the United States slips into the industrial reconversion period unprepared—if it does.

The War Production Board today released what experts here refer to as the "dream sheet" that is to guide manufacturers out of war production into production of civilian goods.

It ranges from bath tubs to bobby pins, chairs for the junior to house trailers for all the family, and includes practically everything that can be built in or on to a modern home, including the kitchen sink.

Donald M. Nelson, War Production Board chief, displayed the Office of Civilian Requirements' chart of how manufacturers would be eased into production of civilian goods when appearing before the Senate Truman Investigating Committee the other day and promised then to shortly make it public.

Needs Are Divided
The list of essential civilian durable goods needs is divided into three parts: Goods in which shortages are most serious; those in which shortages are serious; and finally "other products."

Then each of the several hundred items in these three categories has its own breakdown of production needs at various levels: Level 1 represents the minimum essential requirements for each item assuming controlled distribution through rationing; level 2, referred to as the "squeeze" level, represents the nation's minimum essential requirements assuming no rationing; and level 3 assumes an unrestricted supply of products.

While the WPB cannot require any manufacturer, who finds he is in a position to return to civilian goods production, to produce the most needed civilian requirements, it can by controlling materials and by checking requests to return to civilian production against the OCR list direct production into those items for which the civilian need is the most essential.

Production Estimate
Also with its estimates of production of civilian goods at the three levels listed, the WPB has included a production estimate for each item for the third quarter of this year.

Some items are expressed in dollar value rather than number of items. For example, it is estimated that \$1,600,000 worth of scissors and shears would be needed under level two, while \$2,287,000 would be necessary under level three.

A few examples of the OCR's estimates at the three levels of production follow:

Under level one 12,500 mechanical refrigerators would be needed quarterly; under level two, 250,000 would be needed; and under level three, 1,226,250. It does not anticipate producing any this third quarter, however.

Now turn to bathtubs: The WPB which expects 7,555 to be produced this third quarter believes that to meet level one requirements 9,000 should be produced each quarter; to meet level two, 35,000; and to meet level three, 100,000 units.

Take bicycles: 75,000 are expected to be produced the third quarter of this year. And to meet minimum requirements of level one which calls for rationing, 75,000 should be produced quarterly; if rationing is taken off and minimum needs still to be met 150,000 should be manufactured quarterly; while if level three is sought 753,405 should be turned out each three months.

Some items are expressed in dollar value rather than number of items. For example, it is estimated that \$1,600,000 worth of scissors and shears would be needed under level two, while \$2,287,000 would be necessary under level three.

House Rejects Army's Request For 2,500 More Women Pilots

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, June 22—While giving the Women's Airforce Service Pilots a pat on the back for their ferry-piloting in this war, the House yesterday refused by a vote of 189 to 169 to accept a War Department recommendation that they be taken into the Army and expanded to about five times their present strength.

Gen. Henry H. Arnold had told Congress that the Army wanted to train 2,500 Wasps to relieve men for combat service, but the House decided the jobs the women could do were not as important as those already trained but unable to qualify as combat pilots. Sponsors of the WASP bill said these men were needed in the infantry.

The defeat of the bill does not mean the end of the Wasps but it forestalls their expansion, envisioned by their leader, Jacqueline Cochran, who was slated to become a Colonel.

Commented Highly
Militaryization of the Women's Air Service Pilots Corps would not only have given its members military rank but would have entitled them to hospitalization, insurance benefits similar to that given the Wasps and would have subjected them to military discipline.

It was estimated on the floor of the House that it costs about \$12,000 to train a Wasp—the same as for a man pilot.

The skill and courage with which approximately 600 Wasps have been ferrying Army planes from one corner of the United States to another was highly commended on the House floor even by opponents of the bill. The accident rate for women has been no higher than for men, it was pointed out.

Civil Service Report

Even Representative Joseph P. O'Hara (R) of Minnesota, who denounced the bill as a "piece of social legislation" and objected that "this is not a glamour war," said the women pilots had "been doing a very fine job in flying."

"Some of them," he added, "are very able and fine pilots. There is no question about that."

All of the women members of the House voted for the WASP bill, excepting Representative Jesse Sumner (R) of Illinois.

Contributing to the defeat of the bill was a recent House Civil Service Committee report condemning the WASP program as costly and recommending use only of "Wasps already trained and in training," with further recruiting stopped immediately. This was not accomplished by a defeat of the Costello bill yesterday.

The male pilots that the House preferred to use are those trained under the Civil Aeronautics Administration-War Training Service Program.

The extreme range of the Superfortress is reflected by the fact that food warmers are part of the equipment, to give each crewman a hot meal, and a quart of hot beverage; and also in the fact that all B-29 crews are taught, in advanced first-aid courses, "how to survive when forced down in the arctic, jungles, desert, or sea."

New Top Navy Rank Approved by Senate

WASHINGTON, June 22 (AP)—The Senate passed late yesterday a bill to give the Navy a new top rank—Admiral of the Fleet.

Senator David Walsh (D) of Massachusetts, Naval Affairs Committee Chairman, said the two officers who would be currently eligible for the new rank are Admiral Ernest J. King, Commander in Chief of the Fleet, and Admiral William D. Leahy, Chief of Staff to President Roosevelt.

The bill, by Senator Peter Gerry (D) of Rhode Island, now goes to the House.

The legislation provides that the Admiral of the Fleet will receive the pay of a Rear Admiral, \$8,000 annually, plus \$5,000 annual cash allowance. An Admiral draws the same pay as a Rear Admiral and gets, in addition, an annual cash allowance of \$2,200. Both get certain subsistence and rental allowances.

Tales of Daring and Doing

Book Reviews

Loggers' World

"Logging Chance," by M. H. Lasher (John C. Winston Company, Philadelphia, \$2), took me into a new world, a man's world, in the great woods of the Northwest on Puget Sound. There is a picturesqueness and flavor to the logging country, the clean air rich with the smell of hemlock and fir, the sun streaming through the big trees, plenty of food after a day of action and hard work. And there is a whole new language. "Whistle-punk" and "wood buck," "donkey" and "bullock."

It was new too to Bob Lodell, although his father had been a lumberman. He was eager to serve his apprenticeship and become a full-fledged logger. By the end of the summer he had earned part of the cost of his college year, and he had won his spurs—real spurs, climbing spurs, the farewell gift of "Penobscot Jones," whose humor and off-hand advice helped him in so many tight places.

For it was a tough summer for a young chap. The head of Brown and Western's Cow Cove Camp "had it in for him" and, instead of the work of fire warden he had signed for, Bob was set at jobs in the camp, thwarted and bullied. His companionship with Kathleen, the camp cook's daughter, and his own real interest in the woods helped him to stick it out. In the end, he solves an exciting mystery and finds his own place in the camp.

The illustrations, black and white sketches by Hamilton Green, add much to the interest, showing lumber crews at work and bits of the life there in the woods.

Norway in Dakota

Six days of travel, creaking over the Minnesota roads in the big covered wagon, with the two oxen pulling it and the cow tied to the end gate behind—after a longer journey still from the old home in Norway. It was in 1867 that Pedar and Karen, and their children Nils and Guri, came to find a new home in the West. And their story, as told in "High Prairie," by Walter and Marion Havighurst (Farrar and Rinehart, New York, \$2), must be typical of the experiences of many settlers. There are no exciting adventures, no Indian raids, no perils that steadfast courage could not overcome, but there are indeed hardships as well as joys in the lonely life of pioneers.

At first the family settle in the Minnesota grasslands; Nils and his father cut the logs for the first cabin. Slowly the land is cleared. The family begin to learn the English speech and to feel at home. Then comes news of the great sweep of virgin land in the Dakotas and once again they move westward to the freedom of the prairies. A sad hut, this time beside the prairie creek, and new acres of soil to plow and plant. Opportunity is in that wide land and freedom for growth. This book is written by husband and wife. Marion Havighurst is herself a poet. Walter has written one of the best books in the Rivers of America Series, the one called "Upper Mississippi." They know

and love this part of the country. And they have been able to convey the spirit of peace, the deep snows of winter, the difficulties that come with drought, and plagues of grasshoppers, and the joy of good seasons, and the coming of friends to the distant prairie.

This is the "growing up" story of Nils and his sister Guri. A new date, a wedding date, is added to those on the old carved chest, and Guri goes to found a home of her own. Somehow, as we read, we are made to feel how the memories and traditions of Norway have taken root in American soil, and how a dream alters as it is transplanted. Pedar and Karen had meant to build a Norwegian farmstead with broad eaves and deep protecting eaves. But instead the little sodhouse is to be a plain American farmhouse standing on the great plain where the earth is without limit like the sea and where they and theirs can live in security and happiness.

Travel by Air
Frank Sorensen has long been interested in aviation and served as consultant for the Civil Aeronautics Commission. He and George E. Rotter are both associated with the University of Nebraska and with the Nebraska Department of Public Instruction. The book, "Now We Fly" (John C. Winston Company, Philadelphia, \$1.50), is really the outgrowth of their work with young people. It is planned especially for junior and high school ages, but it is being used, as I happen to know, in some libraries which are giving special attention to adults in training for our armed services and who do not find reading easy.

The print in this book is exceptionally large and clear and excellent photographs are inset on most pages. Even turning the leaves casually, the eye is arrested and interest caught by provocative questions and clear intelligent comments. The emphasis in this book is on airplanes in use. How air travel is made safe, how pilots plan their flights, how airplanes are serviced (and also what chances there are for jobs at airplane factories and at the larger airports).

Mama Aivik used her long ivory tusks to tuck him a little closer into his shelter. She gazed fondly down at him out of shiny little eyes that peered over a broad mustache of long quill-like bristles which thickly decorated the front of a blunt head that seemed much

A New Serial Next Thursday

Bill Deane had had plans of his own for the summer, on his father's California cattle ranch, when a letter arrived from a friend of his father in New York, asking whether he could send his daughter Penelope to them. Not only was Bill informed that Penelope would be his special charge, but he had to give up his little chestnut horse Querida to her. It was almost more than he could bear. But when he had looked Penelope over and heard her admiration of Querida, he was willing to admit that she had some good points in her favor.

The story of that eventful summer on the ranch, which was more thrilling than either Penelope or Bill could have dreamed, is told in "The Singing Cave," by Margaret Leighton, which will start on the page For Young People next Thursday. Watch for it and read about the mystery of the mountain on whose slopes something had happened to withhold the waters of the stream on which the ranch depended. This mystery Bill was always trying to penetrate, but it was not until they discovered the secret of the singing cave that they saw their way to triumph over the mountain. There will be fine illustrations by Manning deV. Lee. The story will be published in ten installments.

CAMP FOR GIRLS

HIGHMEADOWS

scholarship possible. Screened cabins, fresh and salt-water bathing, canoeing, sailing, tennis, swimming, fishing, croquet, etc. Open July 6. Close August 31. Grade 4 to 12. Rates \$10.00 to \$15.00. For booklet, address: Marion L. Beane, 540 E. 8th St., Duluth, Minn. 55812.

BOOTHBY, MAINE

For Girls Seven to Seventeen. Limited enrollment. Make reservations early.

CAMP FOR BOYS

LEELANAU

New Features for 1944

Wilderness camp with outdoor school, Dunes Valley Pioneer Post with horses. Lakeshore camp with sailing, canoeing, swimming. Boys enjoy all or any of these divisions. Separate camp for smaller boys.

24TH SEASON

Arthur S. Huey, Director

Glenn Arthur, Camp Counselor

A UNIT OF THE LEELANAU SCHOOLS

CAMP NAMEQUOIT

ORLEANS, CAPE COD, MASS.

Mr. and Mrs. C. J. Thayer, Directors

Handicap camp for boys 10-18, on Pleasant Bay, Cape Cod, Mass. Swimming, sailing, tennis, croquet, etc. Limited enrollment. Fee \$12.50. No motor. 4-week session. July 10-18. Booklet: V. J. Woodland, 31 Frederick St., Belmont, Mass. 02458. Phone 899-00. Or to the Directors, Orleans 327.

PINECREST DUNES

a salt-water camp on the protected shore of Long Island Sound at Pleasant Point, L. I. 2 boys from New York. For boys 8-18. Cabins in the dunes on the dunes. Sailing, tennis, croquet, etc. Limited enrollment. Fee \$12.50. No motor. 4-week session. July 10-18. Booklet: V. J. Woodland,

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Officially listed on application by the corporation.

Other securities are admitted to dealing on "unlisted" on application of a regular member approved by the Finance Committee and the Board of Governors.

Rates of dividends in the foreign branch are paid quarterly, and in the U.S. branch at least quarterly or semiannual declaration. Unless otherwise specified, all other dividends are not included.

(w) With warrants. (x) Without warrants. (y) Extra. (z) Also red or extras. (d) Cash or stock. (e) Paid or paid up for this year. (f) Paid up for previous years. (g) Payable in Canadian funds. (h) Accumulated dividends. (i) Dividend in arrears. (j) With warrants. (k) Without warrants. (w) Warrants.

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94	Pharmaceuticals	38 1/2	38 1/2

A dividend of 20 per cent, payable in policy, expiring during the year 1964.

Declared by the American Mutual Liability Insurance Co. of New York, 1964.

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A dividend of 20% consecutive dividend of 20 per cent or less to its policyholders.

News and Comment About Business, Economics and Finance

U. S.-Chinese Co-operation Urged by Chen

By a Staff Correspondent of The Christian Science Monitor

PITTSBURGH, June 22—China looks to American engineers as the key men to help shape its postwar industrialization and reconstruction program, K. Y. Chen, assistant chief of the Far Eastern Division, United Nations Relief and Rehabilitation Administration, Washington, D. C., told delegates attending the luncheon session of the semiannual meeting of the American Society of Mechanical Engineers here.

With a fourth of the world's population and abundant natural resources, but yet barely subsisting, China faces "a gigantic task," Mr. Chen stressed, adding that American engineers will be called upon to play a vital role in helping to train the 10 million skilled men needed for the development.

"You are worrying about postwar unemployment and finding jobs for your boys coming home, while we Chinese, with so many industries to be developed, will have a hard time finding experienced men to work," he said. "We need a total of 2,000,000 more engineers."

Even a minimum of postwar industrial development in China will call for 12,500 miles of new railroads, building of 165,000 miles of highways, and 3,750,000 tons of ships, he estimated.

"If we were to install one telephone for every 150 people and furnish one motor vehicle for every 1,000 people," he continued, "we would need 3,000,000 tele-

Honored

Over-the-Counter Security Quotations

Industrial Stocks

A black and white portrait of a middle-aged man with short, dark hair, wearing round-rimmed glasses. He is dressed in a dark suit jacket over a white shirt and a dark tie. The background is a mottled, light gray. The image is cropped to show his head and shoulders.

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THE CHRISTIAN SCIENCE MONITOR

BOSTON, THURSDAY, JUNE 22, 1944

"First the blade, then the ear, then the full grain in the ear"

PUBLISHED BY THE CHRISTIAN SCIENCE PUBLISHING SOCIETY

Editorials

Assurance

The word has just come that American planes have sunk one Japanese carrier and three tankers, and have damaged nine or ten other ships in a surprise attack off the Marianas. This is good news. But it does not sound like the decisive victory over Japan's main battle fleet for which Americans have been listening with ears glued to the radio.

The news is a reminder that American forces now battling for vital bases in Japan's inner bastion still face a tremendous task. It could well be taken also as a reminder that in this struggle, which may be even more crucial than that for Cherbourg, there is as much need for nationwide prayer as during the Normandy landings.

For several suspense-filled hours, Americans have been waiting for news of what naval chieftains thought might be the biggest sea battle of all time. People have been hopeful, because Secretary Forrester, Admiral King, and Admiral Nimitz had all expressed confidence. They figured also that the enemy had already lost several hundred planes around the Marianas and they knew the United States had built up a vast sea-air arm.

But hope seemed to be based merely on such material calculations. It was naturally mixed with uncertainty and anxiety. Little was heard of the assurance that comes from the strength of a right purpose. There was little sign of the prayerful attitude of D-Day. Had President Roosevelt's urging of "continuance in prayer" been forgotten? Do we seek divine help only when we fear we may lack a preponderance of guns and ships? Or suppose the Pacific to be beyond His reach?

We hope this was only a surface attitude. We trust many Americans are aware that the need for God's guidance and protection has not and will not end. Many no doubt were praying with assurance, remembering the Psalmist's words:

If I take the wings of the morning, and dwell in the uttermost parts of the sea; Even there shall Thy hand lead me, and Thy right hand shall hold me.

We may be sure that the men who have won the latest victory in the Pacific know well the need for such aid and assurance.

Disturbing Question

The compromise renewal of the Stabilization Act arrived at by the House and Senate conference committee does nothing to strengthen the fight against inflation, and much to weaken it. But it could be worse; so the President, under his pre-election policy of trying to keep everybody happy, will probably sign it.

In the place of the Bankhead amendment we have a stipulation that cotton mills cannot charge full OPA ceiling prices for finished goods unless they have paid full parity for the raw cotton. This means growers will get a little more than 20 cents a pound for their cotton, which is about a penny more than they have lately been getting. How this will affect retail prices remains to be seen.

The enforcement provisions in the new bill may emasculate it as seriously as C. I. O. President Murray believes, or they may not. The amendment opening Federal District Courts to OPA cases was wisely defeated, but the vague new areas of defense opened by the compromise may in practice tangle up OPA's efforts to enforce its ceilings and regulations.

However, should consumers recognize the shoals ahead and plainly indicate their full-hearted support of the program that is standing between them and the sharp experience of inflation, OPA may be able to accomplish by weight of sentiment what it cannot enforce by direct methods.

The compromise reflects several things of interest. One is that Congress is out of sympathy with the White House and is eager to show its independence.

Second, many Congressmen are eager to be on the right side of the pressure groups before elections because those groups remember favors, while the bulk of consumers who need OPA protection are unorganized.

Third, if the anti-inflation front can be so weakened before the fighting has reached its climax what chance is there for really solid, effective controls during the even more critical economic time of demobilization and reconversion? That is the most disturbing question left by the compromise.

Secret

The Nazis' secret weapon won't be secret long. Allied technicians are already busy on the Cherbourg peninsula examining platforms from which flying torpedoes have been launched. These platforms were captured intact, fortunately, by Allied troops. Meanwhile the British defenses against the winged bomb are rapidly neutralizing its menace, as may be seen in reports that many robots are being shot down over the Channel.

Even as an inspiration to long-sustained poetic flights by Dr. Goebbels, this perverted Pegasus may prove inadequate. But the short-lived secretiveness of secret weapons characterizes most of our own physical devices as well as the enemy's.

Our one secret weapon which the Nazis would not believe existed, and the workings of which they still seem unable to comprehend, was not a physical weapon at all, but "mighty through God to the pulling down of strong holds" nevertheless. It was a profound faith in the power of righteousness, in the validity of humaneness, the virility of mercy and the inexorable demands of justice.

How this weapon works will never be discovered in the lethal laboratories of tyranny and violence.

A Provocation to Thought

Repercussion of the British Minister of Production's remarks before the American Chamber of Commerce in London well illustrate the complexity of the situation on which American opinion was so sharply divided before the Japanese attack on Pearl Harbor. Mr. Lyttelton spoke of American policy as "provoking" Japan to war. His apology may well close the incident. But it need not—indeed should not—stop Americans from thinking through the questions it has raised.

The biggest of these is, Why is America in this war? Mr. Hull has answered that query, as well as all questions about American policy to which Mr. Lyttelton so gratefully but so dangerously referred. Mr. Hull says frankly that these policies were directed solely to "self-defense."

That does not mean that the defense of a nation based on the principles underlying the United States can be purely a selfish matter, devoid of all connection with moral issues. Quite the contrary. But Mr. Hull's statement makes it clear no nation is under obligation of gratitude to the United States for the aid it has given its Allies during and before its participation in the actual fighting.

Lend-Lease, for example, is not and never was a policy based on sentimental regard for Britain or Russia. It helped those countries because to do so was essential to American security. It was aid, not primarily to other nations, but to the defense system of America itself.

Mr. Hull's insistence on this aspect of self-defense should not be forgotten when Lend-Lease accountings are demanded. And the proved need of co-operation for self-defense should be particularly emphasized when the problem of securing America's future on this shivering globe is being worked out.

20 Years of Hollywood

A screen announcement that one of the major Hollywood film companies—MGM, for whom Leo the Lion roars—is 20 years old brings sharply to thought the comparative youth of this enormous industry, which shares with press and radio the responsibility of molding the thought of millions. Twenty years ago the "talkies" were unknown. What had gone before were only the crude flickerings of an experimental medium—plus about 15 years of commercially successful silent films.

Less than a dozen of these can be said to have greatly influenced either the habits or the thinking of Americans.

Not all of Hollywood's output in the last 20 years has received the accolade of greatness. Indeed, during a considerable period the movies—not without reason—were blamed for inciting, deplorable attitudes among younger patrons and giving other nations a distorted picture of America. But a sharp change has been noted. While much low-grade material still is offered—a charge equally true of press and radio—Hollywood on the whole is building up a balance on the constructive side. Its influence is mainly for good with the 180,000,000 Americans it reaches weekly.

No. 1 Postwar Reconversion Problem



J. Pluvius to the Rescue

A Dispatch From the Farm

By John Gould

When Grandfather was very old he watched a "dry spell" work its curious damage to the crops. It went along for weeks, and the things in the gardens went from bad to worse, and the hay spindled out and went to seed long before its time. The ground baked down and the short grass in the dooryard withered away and dried up and gave out. Then one day it came up a rain—a slow, drizzly, steady fall that soaked into the ground and saved everything.

That was the day he went out and walked all over the farm. He went among his crops, and along the walls, and through



the grass, and down into the woods. He said it was one of the nicest days he ever saw, and he liked the feel of the water as it dripped from the ends of his fingers. He said everything was saying, "Thank you!" just as loud as possible, and he couldn't find a single thing on the whole farm that objected.

Actually, this recent dry spell wasn't as bad as people made it sound. The top of the ground has been pretty well bleached out, but seeds were able to sprout and plants managed to grow. It wasn't too serious a threat to crops around here, but just the same I was glad when it blew up a rain today, and I knew how Grandfather felt. We got out the flat cart and the tractor, and "soil" out our toe-matey plants—300 is our quota this year, and we'd left them in boxes by the dooryard where we could water them. They'll come just as fast, if not faster, than if they'd been in the ground all this time. It was good I'd decided to wait for a rain, because all my neighbors carried water in pails every night, and then a surprise frost came along and here we were with our plants in boxes under a canvas and smiling at a great rate.

The land has been ready, of course, for a month, so we just drove up the rows and dropped them off. It took us about three hours, but we'd have finished sooner if we hadn't stopped now and again to enjoy the rain. When we started the very top of the ground was wet, but underneath was dry dust. As we went along the wet on top went farther and farther down, until at last we were setting the plants in a plaster of mud and our boots weighed like bags of cement. I guarantee every plant we set out will come, and probably will never know it was transplanted.

It was interesting what the other things did. The peas, which had been standing idle about eight inches high, but which had been sidedressed and cultivated for the last time, actually leaped into action. They grew inches in the day, and their color changed from a washed out pea-green to a deep, rich, healthy color. People going by must have thought I forgot the fertilizer, if they didn't think of the dry spell, but now they'll wonder if maybe I didn't get them too rich.

Squashes that were just breaking the ground in the morning, had spread their two leaves and vowed outstanding performance by noon, and while we were looking the other way a whole row of cucumbers came up and shouted, "Surprise!"

Funniest display of gratitude was by

some buckwheat volunteers. I plowed a buckwheat piece under last fall, and planted the land to carrots this spring. The carrots had begun to show, in a listless way, and I thought the rain would please them a great deal. But that buckwheat was further along than I thought, because it had gone to seed, and now my carrot piece is freckled with buckwheat and I'm going to have an awful time. The idea is to mellow the soil by plowing in the straw, and it's a good idea, but time is of the essence. The carrots will be screaming for help in two days.

The hayfields ought to step right along now, and the bottom grass will thicken a lot before cutting time. The millet and green oats will do much better, too. Another thing I thought of was the clover. The bees depend on the clover bloom to carry them through, and when dry weather shortens the crop they've been known to starve. They couldn't work today for the rain, but the rest will do them good, considering how much they've got to do tomorrow.

Come to think of it, I'll be busy too. I'll spend half a day spraying apple trees tomorrow just because of the rain today. But at least I won't have those tomato plants on my mind any more.

Our Readers Say—

Pertinent excerpts from letters To The Christian Science Monitor

"Victory Is Predetermined"

According to Webster, "invasion" means going in for a hurtful purpose. The armies of the Allies have no sinister motive. They go in not for conquest, but to liberate.

We may not hope to change the terminology of war, but by thinking rightly of our fighting forces as armies of liberation, we will better support them and protect them from the penalty attached to the crime of invasion.

Victory is predetermined for those who fight for the right.

(Mrs.) GRACE C. JACOBS
Montclair, N. J.

Where It Started

One definition of the word "invasion" is: "Act of invading; incursion for conquest and plunder." This certainly is not the motive or aim of any "peace-loving nation." The "invasion" now going on was inevitable owing to the disobedience of the laws of God and man by certain nations; therefore, in reality the "invasion" started from within those nations and the nations that seem to be invading are really freeing and liberating the oppressed and protecting the world from future slavery.

(Mrs.) VIRGINIA MCKENZIE WILLEY
Dobbs Ferry, N. Y.

Rescuers, Not Invaders

Would it not be wise for readers of The Christian Science Monitor to alter their concept of the invasion? Our boys are not the invaders, but the rescuers of peoples, suffering from invasion of their divine rights.

Los Angeles R. P. M.

The Willkie Articles

I cannot say enough in praise of the articles by Mr. Willkie that you have been printing. How excellently and how accurately he handles the really big issues confronting our country.

What a contrast, his forthrightness, to Mr. Dewey's silence and President Roosevelt's vagueness.

We need Willkie. What we did in Philadelphia we can do in Chicago.

Natick, Mass. CONSTANT READER

This newspaper assumes no responsibility for statements of opinions in letters from its readers.

How Does Germany Fare Today?

An Intimate Message From Washington

By Neal Stanford

Allied economic warfare has chalked up victories as important, if not as spectacular, as the military accomplishments that have been making the headlines.

Some days ago, Leo Crowley, who heads up this country's foreign economic controls, reported how vitally needed steel alloys were being kept out of the hands of the Nazis.

Russia had recaptured its manganese deposits in the Ukraine. Turkey had been persuaded to end its chrome shipments to Germany. Spain had drastically cut its tungsten exports to Berlin. Portugal had suspended tungsten shipments entirely.

From Mr. Dingle Foot, British representative of its Economic Warfare Office, who has been in this country the past fortnight, a more extensive and complete picture of Allied successes in this less-publicized field of warfare has been obtained. It includes an analysis of the German home front that hints at a breakdown of the Reich's civilian front before a collapse of its armies.

In the last war it was the German generals who compelled the civil government to give up and sue for peace, saying they could no longer answer for the Army. But in this war, if Mr. Foot's sources of information are correct (and though quite naturally unwilling to disclose them he is confident they are), it is likely to be the home front that exhibits the first cracks and signs of weakness.

By bombing, by blockade, and by diplomacy, the Allies have quite definitely shaken the foundations of the Nazis' war economy. Germany's manpower situation is as desperate as her matériel problem. She is short on both counts and daily getting shorter.

Not long ago, Mr. Foot disclosed, the manpower situation was so desperate in Germany the Government had to issue labor decrees which were markedly similar to those of Hindenburg and Ludendorff just prior to the end of the last war.

Germany's total labor force today, including imported foreign labor and prisoners of war but excluding soldiers, is roughly about 36,000,000. But only about one sixth of these are engaged in direct war production, it is estimated. The rest are needed for agriculture, for maintaining the nation's transport system, and for other activities needed to keep the country's economy going.

The German food situation is much better

today than at an equivalent point in the last war for two reasons, Mr. Foot reports. Harsh as the last two years have been good; but the major reason is that the Nazis have learned the last war's lesson well, that a hungry nation is a weakened nation, and so have seen to it that agricultural manpower has not been stinted.

About one fourth of the country's labor force has been kept on the land, Mr. Foot estimates. And the blockade, which has prevented Germany from importing food, deserves much of the credit for tying down such a large part of the labor supply on the land, manpower which the German Army badly needs, manpower which the Nazi war industries would welcome.

In Britain, by comparison, only one-twelfth of the Nation's manpower is tied to the land, for Britain can import much of its food requirements, as Germany cannot. Those who question the wisdom or success of the Allied blockade of Germany are reminded by the British that because of the blockade Germany must maintain three times as many workers in the fields as Britain needs to feed its people adequately.

The blockade also is forcing the Nazis to expend precious manpower to produce things that could be imported at much less manpower cost—if import were possible. For example, it takes seven times as much labor to produce synthetic oil as to refine natural petroleum. Today the Nazis are using up manpower the first way because they cannot obtain oil the second way.

Allied bombings of Germany have imposed great drains on the nation's manpower supply as well as noticeably cut into war production. The combined bombing of all war plants has forced the Nazis to devote large labor supplies to "unnecessary work," to rebuilding plants and reorganizing civilian life, that otherwise would not have been necessary. Every man kept on such unnecessary or "made" work, Mr. Foot emphasizes, is one man less for the German Army or for raising crops to feed the Fatherland.

Six months ago, the British estimated that some six million Germans had been forced out of their homes by Allied bombing. Today's estimate, which cannot be revealed, is higher. To rehouse or resettle these millions is a constant drain on German manpower which added to other drains on its labor pool by Allied blockade and military defeats spells only one thing for the Nazis—ultimate disaster.

... The Closer We Are to Home

(From a War Correspondent's Journal)

AT SEA, EARLY JUNE

We're off again, westward bound. Forces commanded by Admiral Chester W. Nimitz are about to take another more than 1,000-mile bite out of the ocean areas and islands still held by the Japanese. By the time this appears, a great amphibious force will be engaged in subduing the Japanese on Saipan Island.

A few hours before leaving, correspondents were given a detailed operational briefing and then sealed in the immediate environs of our base until sailing time.

I spent the evening with two old friends from civilian life who are now in the Navy. (Six lines censored.)

Since enlisted men and officers are not allowed to eat together, we met after dinner and sat on a bench in the dark near one of the landings. (Line censored.) It looked like a movie set. We talked about home and Broadway, about democracy and the military and about the Negro in the armed services. Tradition in a brass hat still has to undergo many reforms and they will have to begin with a civilian demand. . . .

LATER, AT SEA—Today, the captain of our transport announced the ship's destination over the loudspeaker system. The GI's on deck scarcely looked up from their card games and books and yarn spinning. This is a familiar job to them and it is a long way from being finished. They accept the monotony, the heat, the dangers, the discomforts (like eating all meals standing) with philosophical resignation, with humor that is both good-natured and sardonic.

I'm traveling with a (two lines censored) veteran outfit now. What most of them would like to know is how soon after Saipan they can expect to see home. They have been in the Pacific for quite a while.

This morning on the quarterdeck, a Lieutenant Colonel (name and address censored) began his customary series of explanatory talks to the troops who assembled a company at a time before a bulkhead. He was assisted by two officers from New York.

(Five lines censored.) The orientation lectures were illustrated with relief maps in vivid greens, dark for wooded areas and light for the great tracts of cane fields. The sand tables (line censored) made for Makin were elementary compared to new creations. They were slick, undulating, beautifully painted reliefs in plaster of Paris and cement. . . .

So we're off again. This is the third amphibious operation in the central Pacific in seven months. At Saipan, we'll be 3,300 miles west of Hawaii, 5,500 west of San Francisco, 8,200 west of New York, (several words censored) and only 1,300 southeast of Tokyo.

But there's this consolation—the nearer we get to Tokyo, the closer we are to home.

JOHN BEAUFORT

Mirror of World Opinion

One Touch of Hargrove

One of the best things about this country is that Americans can always come up with something funny about things that are serious.

For instance, according to a story now getting off to a long run: One of the soldiers who carried Sewell Avery out of the Montgomery Ward plant is writing a book, to be entitled—

See Here, Private Enterprise—New York World-Telegram.

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